

CHAPTER 12

TRANSPORT, COMMUNICATION AND TRAVEL

The statistics in this chapter relate in the main to the year 1968–69, with comparisons restricted to a few recent years. More detailed figures and particulars for earlier years are included in the annual bulletins, *Transport and Communication*, *Commonwealth Finance*, and *State, Territory and Local Government Authorities' Finance and Government Securities*, and in the annual mimeographed statement *Motor Vehicle Registrations*. Current information on subjects dealt with in this chapter appears in the *Quarterly Summary of Australian Statistics*, the *Monthly Review of Business Statistics*, the *Digest of Current Economic Statistics*, *Overseas Shipping Cargo* (quarterly), *Motor Vehicle Registrations* (monthly) and two preliminary monthly statements *Registrations of New Motor Vehicles*, *Road Traffic Accidents involving Casualties* (quarterly), *Road Accident Fatalities* (monthly), and *Overseas Arrivals and Departures* (monthly and quarterly)—see page 391. Greater detail on the latter subject is contained in the annual bulletin *Demography*.

Information additional to that contained in Bureau publications is available in the annual reports and other statements of the Department of Shipping and Transport, the various harbour boards and trusts, the several Government railways authorities, the Department of Civil Aviation, the Postmaster-General's Department, the Overseas Telecommunications Commission, the Australian Broadcasting Control Board, and the Australian Broadcasting Commission.

THE AUSTRALIAN TRANSPORT ADVISORY COUNCIL AND ITS STANDING COMMITTEES

The Australian Transport Advisory Council, established April 1946, comprises the Commonwealth Minister for Shipping and Transport as Chairman, the Commonwealth Minister for the Interior and each State Minister for Transport. The administration of the Council and the standing committees it has established is the responsibility of the Commonwealth Department of Shipping and Transport. The general practice is that the Council convenes twice a year, the meetings moving successively from one capital city to another. The Council primarily considers policy matters relating to transport operation, co-ordination and development.

The regulation of, and the executive responsibility for, transport is shared between the Commonwealth and State Governments. The Australian Transport Advisory Council is the meeting ground of Commonwealth and States at a ministerial level and provides an effective means of inviting discussion and reaching, by way of mutual consent and understanding, a uniformity of approach towards transport policy and administrative procedures. It also provides a means of reviewing and discussing proposals for the national solution of pressing transport problems.

Some of the Council's most useful work has been accomplished through the agency of committees established by the Council from time to time. Some committees are of a semi-permanent nature. They were established to initiate discussion and action on transport problems referred by member Ministers and other authorities and to undertake specialised work. These committees have recently been reconstituted. The current committees are: The Standing Committee of Advisers, The Advisory Committee on Safety in Vehicle Design, The Advisory Committee on Vehicle Performance, The Advisory Committee on Road User Performance, The Advisory Committee on Transport of Dangerous Goods, and The Australian Road Safety Council.

Details of the work of the Australian Transport Advisory Council and the standing committees that have been operating until recently, were given in Year Book No. 53, 1967, pages 421–4.

SHIPPING

Control of shipping

Commonwealth navigation and shipping legislation

For an outline of the development and scope of Commonwealth legislation, see Year Book No. 55, pages 366–7.

Commonwealth Acts connected with shipping are: the Navigation Act 1919–1968, the Sea Carriage of Goods Act 1924, the Seamen's Compensation Act 1911–1968, the Seamen's War Pensions and Allowances Act 1940–1969, the Pollution of the Sea by Oil Act 1960–1965, the Australian Coastal Shipping Commission Act 1956–1969, the Australian Coastal Shipping Agreement Act 1956, the Stevedoring Industry Act 1956–1966, the Beaches, Fishing Grounds and Sea Routes Protection Act 1932–1966, the Submarine Cables and Pipelines Protection Act 1963–1966, and the Lighthouses Act 1911–1966, the last-mentioned being made under Section 51 (vii) of the Constitution, which provides power in respect of 'lighthouses, lightships, beacons and buoys'.

Australian Coastal Shipping Commission

The Commission, replacing the Australian Shipping Board, was established in 1956 for the purpose of maintaining and operating interstate, overseas and territorial shipping services. It operates The Australian National Line, a Commonwealth owned merchant shipping service which at 30 June 1969 comprised thirty-four vessels totalling 289,585 tons deadweight.

These vessels include three vehicle deck passenger ships, *Empress of Australia* 12,037 tons gross, *Princess of Tasmania* 3,981 tons gross, and *Australian Trader* 7,005 tons gross, one vehicle deck cargo ship of 4,129 tons gross; four ore carriers totalling 97,950 tons deadweight; thirteen bulk carriers totalling 128,278 tons deadweight; twelve general cargo ships totalling 52,562 tons deadweight; and one grain carrier of 2,014 tons deadweight.

At 30 June 1969 vessels on order at Australian Shipyards for the Commission included three vehicle deck cargo vessels, each of 4,417 tons deadweight, a 54,800 tons deadweight ore carrier; a 12,100 tons deadweight ore container ship for the Darwin trade. Overseas, a 14,082 tons deadweight vehicle deck container ship for the Australia–Japan trade is on order from a Japanese shipyard and at a West German yard, two container vessels each of 26,420 tons deadweight are on order for the Australia–Europe and Australia–East Coast of North America trades.

Terminals have been established in Brisbane, Sydney, Melbourne and Tasmania to service the Line's vehicle deck vessels, whilst at the 30 June 1969 construction was nearing completion of terminals in Queensland at Mackay, Rockhampton, Townsville and Cairns. New terminals are also under construction at Port Kembla and Adelaide and will come into operation with the commissioning of the third of the new vehicle deck ships.

During the twelve months ending 30 June 1969 the passenger vessels *Empress of Australia*, *Princess of Tasmania*, and in the closing stages *Australian Trader*, together with the vehicle deck cargo vessel *Bass Trader*, supplemented occasionally by conventional tonnage carried a total of 115,128 passengers and 1,384,819 tons of cargo between the Australian mainland and Tasmania. Over the same period, a total of 7,860,661 tons of cargo was carried by The Australian National Line vessels.

Australian Shipping Board

Established in March 1941 as a wartime measure under the National Security (Shipbuilding) Regulations and constituted in 1948 under the *Supply and Development Act 1939–1948*, the Board from 1951 has operated under the control of the Minister for Shipping and Transport. In November 1963 it became a division of the Department of Shipping and Transport. The Division's staff numbers 130 including naval architects, engineers, accountants and clerical staff.

The Board consist of a Chairman, and four Members, one of whom is also a Member of the Naval Board. Members are appointed by the Minister for Shipping and Transport.

The functions of the Board are to advise the Minister on matters concerning the shipbuilding industry including the consideration of tenders for ships to be built in Australia, the prices at which vessels may be purchased and sold on behalf of the Commonwealth, and the state and prospects of the industry generally.

To 31 December 1969 the Board had arranged for the construction of 190 vessels valued at approximately \$496 million.

As well as specialised merchant vessels the Board has also arranged for the construction of one semi-submersible oil drilling rig, dredgers of various types, specialised offshore oil drilling service vessels, a large floating crane in addition to bulk carriers, oil tankers and container ships.

Orders held by the Board at 31 December 1969 were valued at \$86 million and numbered twenty-five vessels. These included large bulk carriers of 78,000 and 55,000 tons deadweight, one 62,000 tons deadweight oil tanker, two 24,000 tons deadweight oil tankers, one 12,000 tons deadweight bulk container vessel, one roll-on roll-off cargo vessel, one 1,500 tons deadweight cargo vessel, two ferries, one seismic exploration vessel, one offshore supply vessel, one tug, a 111 ft derrick boat, one cargo barge, three dredgers and eight fast patrol launches.

There are five major Australian shipyards building merchant vessels—two in Queensland, two in South Australia, and one in New South Wales; and two shipyards engaged principally in naval

shipbuilding—one in New South Wales and one in Victoria. There are also numerous small yards, situated in every State, building smaller steel and wooden working and pleasure craft.

Shipbuilding subsidy. The Australian shipbuilding industry has been subsidised since 1947, and following the 1963 Tariff Board inquiry into measures of assistance to the Australian shipbuilding industry, the Government decided to extend the shipbuilding subsidy at its existing rate of up to one-third of the cost of construction to include all types of vessels of 200 tons gross and over built in recognised shipyards and intended for use in Australian coastal or inland waterways. This came into effect on 20 May 1964. In respect of vessels of less than 200 tons gross, Australian shipbuilders are afforded protection under the Customs Tariff.

The Tariff Board again inquired into the Australian shipbuilding industry during 1969. The report and recommendations arising from the inquiry have not yet been submitted to the Government.

Australian Stevedoring Industry Authority

In March 1947 legislation established a permanent Stevedoring Industry Commission to continue in peace-time the functions performed during the war by the Commission established under National Security legislation. In June 1949 legislation was enacted to abolish the Stevedoring Industry Commission, on which employers and employees were represented, and establish in its place a Stevedoring Industry Board of three members, to attend to administrative matters formerly under the control of the Commission, such as the operation of labour bureaux at ports, payment of attendance money and provision of amenities. The industrial functions which previously came within the province of the Commission were assigned to a single Judge of the Commonwealth Court of Conciliation and Arbitration. In August 1956, following a Committee of Inquiry into the stevedoring industry, the Stevedoring Industry Board was replaced by the Australian Stevedoring Industry Authority of three members, including a representative of the management side of industry and a representative of the trade union movement. At the same time the judicial and non-judicial functions formerly exercised by the Commonwealth Court of Conciliation and Arbitration were divided between the Commonwealth Industrial Court and the Commonwealth Conciliation and Arbitration Commission respectively. Awards of the Conciliation and Arbitration Commission subsequently placed payment of sick pay, public holiday pay and annual leave under the administration of the Authority. Under amending legislation, which operated from 6 June 1961, the Authority became responsible for payment of long service leave to registered waterside workers, and its disciplinary powers were strengthened to reduce the time lost through unauthorised stoppages. Further amending legislation which operated from 8 October 1965 made the Authority responsible for the recruitment of waterside workers.

In October 1965 the Government invited the Australian Council of Trade Unions, the Waterside Workers' Federation of Australia, the Association of Employers of Waterside Labour, the Australian Stevedoring Industry Authority, and the Department of Labour and National Service to confer under the Chairmanship of Mr A. E. Woodward, Q.C., with the overall objective of improving the long-term conditions in the stevedoring industry. Following a series of meetings, the Conference, known as the National Stevedoring Industry Conference, published a General Report in April 1967 recording agreement between the parties on a number of matters. These included *inter alia* weekly hire for all registered waterside workers in major ports, together with a pension scheme and provision for reducing the statutory retirement age progressively from seventy to sixty-five years of age. Special arrangements have been agreed to cover any prospective redundancy problems. Following adoption of the Report by all the parties, including the Government, enabling legislation was introduced to allow the changes to be implemented. Permanent employment was commenced in Sydney on 27 November 1967, in Melbourne, Port Kembla, Adelaide, Fremantle and Brisbane on the respective dates, 8 January, 19 February, 4 March, 18 March and 12 August 1968 and in Newcastle on 10 March 1969. Other appropriate ports will follow progressively.

The statutory provisions relating to the industry are now contained in the *Stevedoring Industry (Temporary Provisions) Act 1967* (and Regulations made thereunder), the *Stevedoring Industry Act 1956-1966*, and Division 4 of Part III of the *Conciliation and Arbitration Act 1904-1967*.

Trade Practices Act 1965-1967 (Part XA)

The Trade Practices Act Part XA (Overseas Cargo Shipping) is administered by the Minister for Trade and Industry.

The Act provides for the filing, with the Clerk of Shipping Agreements, of certain agreements of a specified character between shipowners operating in the outward trades from Australia. A shipowner who is a party to such an agreement may be called upon to negotiate with a 'shipper body' with regard to arrangements for, and the terms and conditions that are to be applicable to, the cargo shipping to which the agreement relates. A 'shipper body' is an association, designated by the Minister, that represents the interests of producers and shippers of Australian export goods. Whether a ship-

owner has failed so to negotiate, or whether the services provided pursuant to the agreement are adequate, efficient or economical, are matters that may be referred by the Minister for inquiry and report by the Trade Practices Tribunal. Certain powers are vested in the Governor-General to disapprove an agreement after consideration of a report to the Minister by the Tribunal. A probable effect of such a disapproval would be to force the shipowners to carry on business as individuals, and not as members of a 'conference'. ('Conferences' are the associations into which shipowners traditionally combine in the cargo liner trades.) The Governor-General may, however, in his discretion approve such a shipowner entering into another similar agreement.

Since the Act came into force two shipper bodies have been designated by the Minister—the Australia to Europe Shipping Association and the Singapore and West Malaysia Shipping Association. Shippers are in the process of forming additional bodies for other trades.

In addition to the provisions relating to conferences the Act also makes similar provisions for trades where only one line is operating. Such a line may, as a result of a declaration by the Governor-General, be prohibited from engaging in certain specified activities in carrying on that business, e.g. engaging in freight-cutting with the object of substantially damaging the business of another shipowner.

The Act also contains provisions which secure rights for Australian flag vessels to operate in the trades from Australia.

Collection and presentation of statistics

Basic documents

From July 1966 shipping statistics have been compiled by the Commonwealth Bureau of Census and Statistics from returns submitted by shipping companies or their representatives to Customs Houses at the various seaports throughout Australia. A return is required for the departure of a vessel from a port as well as for its arrival at that port and shows the following details:

- name of the port at which the return is submitted;
- name of vessel;
- type of shipping service (liner, tramp, bulkship, tanker);
- port registered;
- registered net tonnage;
- last port of call (arrival) or next port of call (departure);
- with cargo or in ballast;
- date of arrival or date of departure;
- ports of loading of cargo (arrival) or ports of discharge of cargo (departure);
- quantity of cargo for each port of loading or discharge.

Prior to July 1966 returns were completed by officers of the Department of Customs and Excise at each port, the major differences then being that the system did not, in the main, rely on information supplied direct by shipping companies or their representatives, and the detail on returns did not include information on type of shipping service or ports of loading and discharge of cargo.

Scope of the statistics

Arrivals and departures of vessels are treated separately in shipping statistics. Not all vessels are included in the statistics as returns are not required for (i) naval vessels; (ii) yachts and other craft used for pleasure; (iii) foreign fishing vessels that neither load nor discharge cargo; (iv) Australian registered fishing vessels operating from Australian ports; (v) geographical survey vessels, seismic survey vessels, oceanographic survey vessels; (vi) offshore oil drilling rigs and vessels servicing them; (vii) vessels of 200 registered net tons and under.

Period covered by the statistics

Monthly shipping statistics relate to vessels arriving at and departing from each port in a calendar month. Annual statistics are published on a financial year basis.

Statistics of vessels

Statistics of vessels are compiled in terms of registered net tonnages. Net tonnage is expressed in units of 100 cubic feet (i.e. 100 cu ft equals 1 ton) and represents the volume of enclosed space which can be utilised for cargo or passengers.

Statistics of vessel movements

Returns show the last or next port of call of a vessel according to whether an arrival or departure at a port is being reported. Each vessel is classified to either the overseas or the coastal fleets serving

Australia. This information, supplemented by the voyage of the vessel indicated by ports it visits to load or discharge cargo, is the basis on which each vessel movement is allocated to one of the following classifications: overseas direct; overseas via other States; interstate direct; interstate via ports in the same State; intrastate via ports in the same State.

Cargo loaded or discharged

Returns for arrivals show cargo discharged, and for departures cargo loaded, in terms of units of weight or in terms of units of measurement, depending on the basis on which freight is charged. A ton measurement is a unit of 40 cubic feet. Cargo statistics show separate figures for cargo recorded in tons weight and cargo recorded in tons measurement.

Type of service

Overseas shipping cargo statistics are classified by type of service. Coastal shipping cargo statistics, on the other hand, combine all service types.

For overseas shipping, cargo shipped in liners is shown separately from cargo shipped in tramps, bulkships and tankers. A liner is a vessel which, on the voyage on which cargo is loaded or discharged at an Australian port, is operated by a common carrier in providing services on a specified route on a relatively regular basis.

Statistics of cargo shipped in liner services do not necessarily provide a measure of cargo carried by ships operating under shipping conference arrangements. For example, liner services may be provided by shipping companies which are not parties to conference agreements. Cargo may also be shipped under shipping conference conditions in vessels operating on a voyage charter basis for specific cargo, and, in the statistics, such cargo is classified as cargo shipped in tramp vessels.

Country of loading or discharge of overseas cargo

In statistics of overseas shipping cargo, country of loading or discharge of cargo is the country of location of the port where the cargo was loaded on to, or is to be discharged from, a reporting vessel. The countries shown are not necessarily the countries of origin or ultimate destination of cargo because previous or subsequent transshipments of cargo are not taken into account. The statistics of cargo classified by the country in which it was loaded or discharged cannot therefore be compared directly with statistics of overseas trade classified by country of origin or consignment.

Transshipments of cargo within Australia

The State of loading or discharge shown in the statistics is the State in which cargo is loaded on to, or discharged from, reporting vessels. Cargo loaded in a given State can therefore include cargo previously shipped interstate, while cargo discharged can include cargo which would subsequently be shipped interstate.

Overseas shipping

Total movement

The following table shows the number of entrances and clearances (combined) of vessels from and to overseas countries, and the aggregate net tonnage, during each of the years 1964-65 to 1968-69.

OVERSEAS SHIPPING: ENTRANCES AND CLEARANCES
(COMBINED) OF VESSELS DIRECT, AUSTRALIA
1964-65 TO 1968-69

	1964-65	1965-66	1966-67(a)	1967-68(a)	1968-69(a)
Number of vessels	7,601	7,958	7,994	7,985	8,750
Net tonnage '000 tons	43,295	46,382	55,062	60,387	72,578

(a) Excludes vessels of 200 net tons and under.

Particulars of the total overseas movement of shipping for each year from 1822 to 1920-21 were published in Year Book No. 15, page 507, those for each year from 1921-22 to 1950-51 in Year Book No. 40, page 97, and those for each year from 1941-42 in Year Book No. 54, page 1266.

Total overseas shipping, States, etc.

The following table shows, for each State and the Northern Territory, the number of entrances and clearances of vessels direct from and to overseas countries, and the aggregate net tonnage, during the year 1968-69.

OVERSEAS SHIPPING: ENTRANCES AND CLEARANCES OF VESSELS DIRECT, STATES AND NORTHERN TERRITORY, 1968-69(a)

		<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>N.T.</i>	<i>Aust.</i>
Entrances	number	1,282	446	1,060	311	1,095	81	115	4,390
	'000 net tons	11,249	2,892	6,920	3,040	11,064	579	675	36,419
Clearances	number	1,166	483	1,184	238	1,125	73	91	4,360
	'000 net tons	10,022	5,281	7,564	1,509	10,577	629	577	36,159

(a) Excludes vessels of 200 net tons and under.

Country of registration of overseas shipping

Particulars of overseas shipping which entered Australian ports during each of the years 1966-67 to 1968-69 are given in the following table according to country of registration of vessels.

OVERSEAS SHIPPING: ENTRANCES DIRECT, BY COUNTRY OF REGISTRATION OF VESSELS AUSTRALIA, 1966-67 TO 1968-69 ('000 net tons)

<i>Vessels registered at ports in—</i>	<i>1966-67 (a)</i>	<i>1967-68 (a)</i>	<i>1968-69 (a)</i>	<i>Vessels registered at ports in—</i>	<i>1966-67 (a)</i>	<i>1967-68 (a)</i>	<i>1968-69 (a)</i>
Australia	368	261	235	Panama	648	756	880
Denmark	409	441	669	Sweden	930	669	771
France(b)	432	556	503	United Kingdom	7,576	7,468	7,899
Germany, Federal Republic of	454	447	462	United States of America	265	252	250
Greece	1,746	1,421	1,672	Other countries	579	894	1,244
Hong Kong	296	187	228				
India	229	353	444	All countries—			
Italy	894	791	681	In cargo	18,069	18,024	19,592
Japan	3,426	5,130	7,377	Proportion of total %	65.8	59.9	53.8
Liberia	3,979	5,391	7,419	In ballast	9,375	12,085	16,827
Netherlands	1,135	1,067	1,043	Proportion of total %	34.2	40.1	46.2
New Zealand	375	305	322				
Norway	3,703	3,720	4,320	Grand total	27,444	30,109	36,419

(a) Excludes vessels of 200 net tons and under.

(b) Includes New Caledonia, 58 during 1966-67, 2 during 1967-68, and 3 during 1968-69.

Australian registered tonnage which entered Australian ports from overseas during the year 1968-69 represented 0.65 per cent of the total tonnage entered.

Interstate shipping
Interstate movement

Interstate direct. The following table shows the number of entrances and the net tonnage of vessels recorded into each State and the Northern Territory from any other State (including overseas vessels moving interstate direct) during each of the years 1966-67 to 1968-69.

INTERSTATE MOVEMENT: ENTRANCES OF VESSELS INTERSTATE DIRECT, STATES AND NORTHERN TERRITORY, 1966-67 TO 1968-69

<i>State or Territory</i>	<i>Number</i>			<i>Net tons ('000)</i>		
	<i>1966-67 (a)</i>	<i>1967-68 (a)</i>	<i>1968-69 (a)</i>	<i>1966-67 (a)</i>	<i>1967-68 (a)</i>	<i>1968-69 (a)</i>
New South Wales	1,757	1,836	1,852	7,627	7,972	8,550
Victoria	1,806	1,759	1,814	5,730	5,713	5,785
Queensland	803	820	880	2,785	2,921	3,376
South Australia	1,117	1,082	1,060	4,700	4,749	4,941
Western Australia	683	698	661	3,699	3,842	3,776
Tasmania	1,437	1,463	1,580	3,048	3,215	3,393
Northern Territory	72	93	113	200	219	268
Australia	7,675	7,751	7,960	27,789	28,631	30,089

(a) Excludes vessels of 200 net tons and under.

Overseas via States. The figures in the following table show the number of entrances and clearances of vessels to and from overseas countries via other Australian States, and their aggregate net tonnage.

INTERSTATE MOVEMENT: ENTRANCES AND CLEARANCES OF VESSELS OVERSEAS VIA OTHER AUSTRALIAN STATES AND NORTHERN TERRITORY, 1968-69(a)

		N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances	number	905	1,057	285	386	96	134	7	2,870
	'000 net tons	4,657	7,647	1,299	2,035	551	672	54	16,915
Clearances	number	863	792	282	477	66	240	20	2,740
	'000 net tons	4,101	3,835	1,319	2,363	374	1,047	90	13,129

(a) Excludes vessels of 200 net tons and under.

Total interstate movement. To ascertain the aggregate movement of interstate shipping, including the interstate movement of overseas vessels, figures in the two preceding tables must be combined. The following table shows, for each State and the Northern Territory, the total number of entrances and clearances of vessels from and for other States (including the interstate movement of overseas vessels) during the year 1968-69 together with the aggregate net tonnage.

INTERSTATE MOVEMENT: TOTAL ENTRANCES AND CLEARANCES STATES AND NORTHERN TERRITORY, 1968-69(a)

		N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances	number	2,757	2,871	1,165	1,446	757	1,714	120	10,830
	'000 net tons	13,207	13,432	4,675	6,976	4,327	4,065	322	47,004
Clearances	number	2,855	2,812	1,039	1,529	723	1,723	143	10,824
	'000 net tons	14,347	10,908	3,995	8,574	4,796	4,027	423	47,070

(a) Excludes vessels of 200 net tons and under.

The following table shows the total interstate movement of shipping, including overseas vessels travelling overseas via States and interstate direct, for Australia for each of the years 1964-65 to 1968-69.

INTERSTATE MOVEMENT: TOTAL ENTRANCES AND CLEARANCES AUSTRALIA, 1964-65 TO 1968-69

		1964-65	1965-66	1966-67(a)	1967-68(a)	1968-69(a)
Entrances	number	11,172	11,113	10,536	10,595	10,830
	'000 net tons	42,569	43,644	43,272	44,588	47,004
Clearances	number	11,229	11,097	10,542	10,566	10,824
	'000 net tons	42,532	43,609	43,398	44,530	47,070

(a) Excludes vessels of 200 net tons and under.

Shipping engaged solely in interstate trade

The following table shows, for each State and the Northern Territory, the number of entrances direct from other States of vessels engaged solely in coastal trade (i.e. excluding overseas vessels in continuation of their overseas voyages) during the year 1968-69, together with the net tonnage.

SHIPPING ENGAGED SOLELY IN INTERSTATE TRADE: ENTRANCES, STATES AND NORTHERN TERRITORY, 1968-69(a)

		N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances	number	1,130	1,291	322	735	316	1,390	85	5,269
Net tons	'000	4,614	2,727	857	3,132	1,738	2,584	197	15,849

(a) Excludes vessels of 200 net tons and under.

Australian trading vessels

The following table shows particulars of all Australian trading vessels of 200 gross tons or more engaged in the regular overseas, interstate or intrastate services at 31 December 1969.

**AUSTRALIAN TRADING VESSELS OF 200 GROSS TONS OR MORE
31 DECEMBER 1969**

(Source: Department of Shipping and Transport)

<i>Vessels</i>	<i>Number</i>	<i>Dead-weight tons</i>	<i>Gross tons</i>
Interstate vessels—			
Australian-owned, Australian-registered	81	817,561	610,804
Overseas-owned, Australian-registered, engaged in Australian coastal trade—			
New Zealand-owned	8	23,522	21,251
Other	10	276,689	175,817
Overseas-owned, overseas registered, on charter, engaged in Australian coastal trade	2	73,887	47,605
Total interstate vessels	101	1,191,659	855,477
Intrastate vessels(a)	25	130,407	87,907
Total coastal trading vessels	126	1,322,066	943,384
Overseas trading vessels—			
Australian-owned, Australian-registered operated mainly on overseas services	7	55,812	53,447
Australian-owned, overseas-registered operated wholly on overseas services	8	75,690	56,768
Total overseas trading vessels	15	131,502	110,215
Total Australian trading vessels	141	1,453,568	1,053,599

(a) Includes four vessels registered overseas, of 48,395 deadweight tons and 32,503 gross tons.

Shipping at principal ports

For details of Harbour Boards and Trusts in each State see the chapter Local Government.

The following table shows the total volume of shipping—overseas, interstate and coastal—which entered the principal ports of Australia during the years 1967–68 and 1968–69.

TOTAL SHIPPING: ENTRANCES AT PRINCIPAL PORTS, AUSTRALIA 1967–68 AND 1968–69

<i>Port of entry</i>	<i>1967–68(a)</i>		<i>1968–69(a)</i>		<i>Port of entry</i>	<i>1967–68(a)</i>		<i>1968–69(a)</i>	
	<i>Num- ber</i>	<i>Net tons</i>	<i>Num- ber</i>	<i>Net tons</i>		<i>Num- ber</i>	<i>Net tons</i>	<i>Num- ber</i>	<i>Net tons</i>
		'000		'000			'000		'000
New South Wales—					Western Australia—				
Sydney(b)	4,174	17,997	4,412	19,267	Fremantle(d)	1,404	8,662	1,389	8,920
Newcastle	1,778	6,635	1,768	7,456	Albany	184	947	159	891
Port Kembla	1,049	5,129	1,081	5,530	Bunbury	157	760	154	806
Victoria—					Carnarvon	17	29	13	22
Melbourne	2,857	12,301	2,927	12,585	Geraldton	154	756	123	686
Geelong	499	3,508	465	3,790	Yampi	158	971	166	1,274
Queensland—					Port Hedland	300	1,540	309	2,107
Brisbane	1,485	6,638	1,595	7,159	Dampier	206	2,285	271	3,727
Bowen	25	104	33	143	Tasmania—				
Cairns	210	619	206	587	Hobart	544	1,529	566	1,598
Gladstone	224	2,378	307	3,517	Burnie	548	1,387	550	1,353
Mackay	172	625	156	653	Devonport	424	818	471	870
Rockhampton	121	517	111	452	Launceston	391	1,254	416	1,323
Townsville	336	1,264	330	1,316	Port Latta			28	481
Weipa	147	1,491	186	1,867	Northern Territory—				
South Australia—					Darwin	154	534	174	757
Adelaide(c)	1,548	7,316	1,520	7,448	Groote Island	30	151	56	239
Port Lincoln	252	648	276	712					
Port Pirie	212	842	212	908					
Rapid Bay	45	171	36	131					
Walleroo	27	129	29	160					
Whyalla	386	2,206	373	2,517					

(a) Excludes vessels of 200 net tons and under. (b) Includes Botany Bay. (c) Includes Port Stanvac.
(d) Includes Kwinana.

The following table shows the total shipping tonnage which entered the principal ports of Australia, New Zealand and the United Kingdom during 1968-69.

TOTAL SHIPPING: ENTRANCES AT PORTS, AUSTRALIA, NEW ZEALAND AND THE UNITED KINGDOM, 1968-69

(*000 net tons)

Port	Net tonnage entered	Port	Net tonnage entered	Port	Net tonnage entered
AUSTRALIA—		NEW ZEALAND—		ENGLAND AND WALES—continued	
Sydney (N.S.W.)(a) . . .	19,267	Wellington	4,964	Dover	11,962
Melbourne (Vic.)	12,585	Auckland	4,886	Manchester (including	
Fremantle (W.A.)(b)	8,925	Lyttleton	2,949	Runcorn)	5,861
Newcastle (N.S.W.)	7,456	Whangarei	2,575	Tyne Ports	6,098
Adelaide (S.A.)(c)	7,407	Otago	1,058	Hull	6,484
Brisbane (Qld)	7,159	Napier	1,495	Middlesborough	8,467
Port Kembla (N.S.W.)	5,529	Bluff	980	Bristol	4,715
Geelong (Vic.)	3,790	Taranaki	805	Swansea	4,036
Dampier (W.A.)	3,726	Tauranga	1,575	Cardiff	2,710
Gladstone (Qld)	3,516				
Whyalla (S.A.)	2,517	ENGLAND AND WALES—		SCOTLAND—	
Port Hedland (W.A.)	2,107	London	44,151	Glasgow	5,368
Weipa (Qld)	1,867	Southampton	26,080		
Hobart (Tas.)	1,598	Liverpool (including		NORTHERN IRELAND—	
Burnie (Tas.)	1,352	Birkenhead)	21,424	Belfast	9,606

(a) Includes Botany Bay. (b) Includes Kwinana. (c) Includes Port Stanvac.

Shipping cargo

Overseas and interstate cargo

The table on page 346 shows the aggregate tonnage of overseas and interstate cargo discharged and shipped at Australian ports.

CARGO DISCHARGED AND SHIPPED: AUSTRALIA, 1964-65 TO 1968-69

(*000 tons)

Year	Overseas cargo				Interstate cargo			
	Discharged		Shipped		Discharged		Shipped	
	Weight	Meas.	Weight	Meas.	Weight	Meas.	Weight	Meas.
1964-65	23,211	4,443	20,424	1,980	15,447	1,722	16,360	1,402
1965-66	24,156	4,119	21,749	2,043	15,349	1,942	16,172	1,484
1966-67	27,109	4,152	32,691	1,943	15,565	1,900	15,692	1,728
1967-68	27,572	4,684	41,339	2,102	16,980	2,079	17,207	1,876
1968-69	29,298	5,214	54,956	2,054	18,158	2,161	18,511	1,932

CARGO DISCHARGED AND SHIPPED AT PRINCIPAL PORTS, 1968-69
(^{'000 tons})

Port	Overseas cargo				Interstate cargo			
	Discharged		Shipped		Discharged		Shipped	
	Weight	Meas.	Weight	Meas.	Weight	Meas.	Weight	Meas.
New South Wales—								
Sydney	3,474	2,069	4,971	587	1,022	109	344	150
Botany Bay	4,721	..	117	..	340	..	363	..
Newcastle	852	15	6,632	6	3,340	1	1,360	3
Port Kembla	563	1	2,665	3	4,821	..	1,846	..
Other . . . . .	..	..	15	..	19	..	..	..
<i>Total, New South Wales</i>	<i>9,610</i>	<i>2,085</i>	<i>14,400</i>	<i>596</i>	<i>9,542</i>	<i>110</i>	<i>3,915</i>	<i>153</i>
Victoria—								
Melbourne	3,662	1,953	1,065	635	1,564	760	485	867
Geelong	3,597	16	843	20	867	..	503	..
Portland	139	..	92	7	70	..	1	..
Westernport	1,326	..	56	..	60	33	342	1
Other . . . . .	..	..	..	..	..	..	..	..
<i>Total, Victoria</i>	<i>8,724</i>	<i>1,969</i>	<i>2,057</i>	<i>662</i>	<i>2,561</i>	<i>793</i>	<i>1,331</i>	<i>868</i>
Queensland—								
Brisbane	2,814	370	1,269	143	399	30	76	23
Cairns	60	1	365	1	18	5	3	6
Gladstone	163	..	5,118	..	85	..	96	..
Mackay	28	..	747	..	8	8	42	1
Townsville	30	11	755	..	92	9	96	1
Other	7	..	3,002	1	2	1	616	1
<i>Total, Queensland</i>	<i>3,102</i>	<i>382</i>	<i>11,256</i>	<i>145</i>	<i>604</i>	<i>53</i>	<i>929</i>	<i>32</i>
South Australia—								
Port Adelaide	478	407	486	152	923	30	248	9
Ardrossan . . . . .	..	..	176	..	..	..	332	..
Port Lincoln	48	1	250	..	16	..	468	..
Port Pirie . . . . .	..	..	517	..	170	..	244	..
Port Stanvac	1,878	..	10	..	172	..	279	..
Rapid Bay . . . . .	..	..	..	..	..	..	66	..
Whyalla	143	..	1,459	..	1,002	..	4,121	..
Other	57	..	479	..	9	..	405	..
<i>Total, South Australia</i>	<i>2,604</i>	<i>408</i>	<i>3,377</i>	<i>152</i>	<i>2,292</i>	<i>30</i>	<i>6,163</i>	<i>9</i>
Western Australia—								
Fremantle	933	279	2,133	224	1,110	161	898	57
Albany	194	..	185	4	13	..	..	..
Bunbury	176	..	652	33	..	..	53	..
Dampier	130	6	10,933	..	11	..	..	..
Geraldton	124	..	1,023	..	..	..	1	..
Kwinana	3,010	..	104	..	85	..	652	..
Port Headland	48	3	5,508	..	14	3	35	..
Yampi . . . . .	..	..	199	..	35	..	2,433	..
Other	146	7	412	2	44	..	1,139	4
<i>Total, Western Australia</i>	<i>4,761</i>	<i>295</i>	<i>21,149</i>	<i>263</i>	<i>1,312</i>	<i>164</i>	<i>5,211</i>	<i>61</i>
Tasmania—								
Hobart	127	22	113	177	602	153	347	104
Burnie	54	2	58	14	242	241	66	169
Launceston	43	13	31	30	673	172	135	137
Port Latta . . . . .	..	..	1,382	..	28	..	..	..
Other	19	10	9	12	180	395	257	397
<i>Total, Tasmania</i>	<i>243</i>	<i>47</i>	<i>1,593</i>	<i>233</i>	<i>1,725</i>	<i>961</i>	<i>805</i>	<i>807</i>
Northern Territory—								
Darwin	252	28	704	2	115	39	..	2
Groote Island . . . . .	..	..	421	..	3	3	155	..
Gove	2	..	..	..	4	7	2	..
Other . . . . .	..	..	..	..	..	..	..	..
<i>Total, Northern Territory</i>	<i>254</i>	<i>28</i>	<i>1,125</i>	<i>2</i>	<i>122</i>	<i>49</i>	<i>157</i>	<i>2</i>
Australia	29,298	5,214	54,956	2,054	18,158	2,161	18,511	1,932

OVERSEAS AND INTERSTATE SHIPPING CARGO: AUSTRALIA

1921-22 TO 1968-69

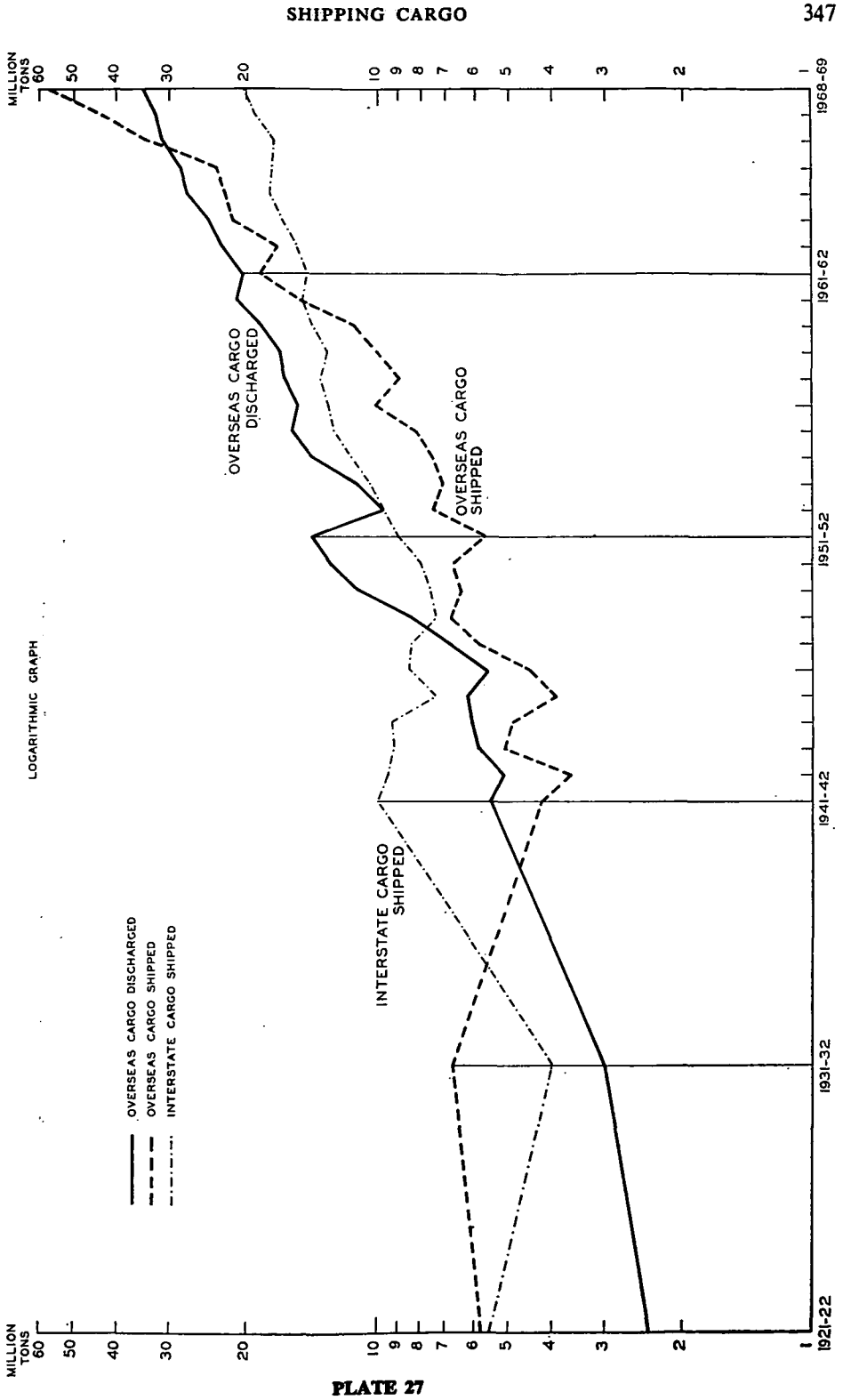


PLATE 27

Overseas cargo according to major trade areas and type of service

The tables on pages 348-9 show for the years 1966-67 to 1968-69 particulars of cargo loaded in Australia for discharge overseas, and cargo discharged in Australia from overseas, classified according to the major trade areas of the world, by type of shipping service (i.e. liner or tramp, bulkship and tanker).

CARGO LOADED IN AUSTRALIA FOR DISCHARGE OVERSEAS: MAJOR TRADE AREAS
BY TYPE OF SERVICE: 1966-67 TO 1968-69

('000 tons)

State or Territory of loading	Liners (a)		Tramps, bulk ships, tankers		All vessels	
	Weight	Meas.	Weight	Meas.	Weight	Meas.
North America and Hawaii—						
1966-67	525	101	1,249	3	1,774	104
1967-68	555	120	1,888	..	2,443	120
1968-69	582	112	2,452	..	3,034	112
South America—						
1966-67	29	5	205	1	234	6
1967-68	65	8	314	..	379	8
1968-69	25	5	300	2	325	7
Europe—						
1966-67	1,245	628	3,294	31	4,539	659
1967-68	1,120	657	4,508	70	5,628	727
1968-69	1,148	515	6,672	133	7,820	648
Africa—						
1966-67	140	58	619	..	759	58
1967-68	144	61	247	3	391	64
1968-69	150	85	237	..	387	85
Asia—						
Eastern Asia—						
1966-67	(b)	(b)	18,866	16	(b)	(b)
1967-68	(b)	(b)	26,527	2	(b)	(b)
1968-69	1,134	151	38,290	4	39,424	155
Other Asia—						
1966-67	(b)	(b)	2,850	96	(b)	(b)
1967-68	(b)	(b)	2,234	118	(b)	(b)
1968-69	872	343	1,622	130	2,494	473
Total Asia—						
1966-67	1,941	424	21,715	112	23,656	536
1967-68	2,042	433	28,761	120	30,803	553
1968-69	2,006	494	39,912	134	41,918	628
Papua and New Guinea, New Zealand and Pacific Islands—						
1966-67	737	561	969	12	1,706	573
1967-68	582	609	1,086	6	1,668	615
1968-69	596	551	855	17	1,451	568
Indian Ocean Is. and Antarctic Area—						
1966-67 . . . . .	..	1	22	5	22	6
1967-68 . . . . .	..	..	26	13	26	13
1968-69 . . . . .	..	..	20	5	20	5
Australia—						
1966-67	4,618	1,779	28,074	164	32,691	1,943
1967-68	4,508	1,889	36,831	213	41,339	2,102
1968-69	4,508	1,763	50,448	291	54,956	2,054

(a) Cargo and passenger liners. (b) Separate details not available.

**CARGO DISCHARGED IN AUSTRALIA FROM OVERSEAS: MAJOR TRADING AREAS
BY TYPE OF SERVICE: 1966-67 TO 1968-69**

('000 tons)

State or Territory of unloading	Liners(a)		Tramps, bulk- ships, tankers		All vessels	
	Weight	Meas.	Weight	Meas.	Weight	Meas.
North America and Hawaii—						
1966-67	296	632	1,941	474	2,238	1,106
1967-68	341	657	1,856	371	2,196	1,028
1968-69	391	616	1,715	474	2,106	1,090
South America—						
1966-67	6	2	1	..	7	2
1967-68	28	3	14	3	42	6
1968-69	11	1	23	1	34	2
Europe—						
1966-67	695	1,433	118	98	813	1,531
1967-68	651	1,516	137	129	788	1,644
1968-69	676	1,620	263	233	940	1,853
Africa—						
1966-67	111	62	326	..	437	62
1967-68	93	55	200	7	293	62
1968-69	121	60	62	..	183	60
Asia—						
Eastern Asia—						
1966-67	(b)	(b)	540	61	(b)	(b)
1967-68	(b)	(b)	665	209	(b)	(b)
1968-69	316	1,023	976	343	1,292	1,366
Other Asia—						
1966-67	(b)	(b)	19,633	44	(b)	(b)
1967-68	(b)	(b)	20,130	67	(b)	(b)
1968-69	137	397	21,473	92	21,610	489
Total Asia—						
1966-67	448	1,111	20,173	105	20,621	1,215
1967-68	396	1,337	20,795	276	21,190	1,612
1968-69	453	1,420	22,449	435	22,902	1,855
Papua and New Guinea, New Zealand and Pacific Islands—						
1966-67	244	231	1,907	3	2,151	234
1967-68	227	325	1,887	4	2,115	330
1968-69	277	346	2,007	6	2,283	352
Indian Ocean Is. and Antarctic Area—						
1966-67 . . . . .	..	..	842	2	842	2
1967-68 . . . . .	..	..	947	2	947	2
1968-69 . . . . .	..	..	851	2	851	2
Australia—						
1966-67	1,801	3,470	25,308	682	27,109	4,152
1967-68	1,736	3,892	25,836	792	27,572	4,684
1968-69	1,929	4,064	27,369	1,150	29,298	5,214

(a) Cargo and passenger liners. (b) Separate details not available.

Overseas cargo according to country of registration of vessels

The following table shows the total overseas cargo, discharged and shipped combined, according to the country in which the vessels were registered, during each of the years 1966-67 to 1968-69.

OVERSEAS CARGO DISCHARGED AND SHIPPED, BY COUNTRY OF REGISTRATION OF VESSELS: AUSTRALIA, 1966-67 TO 1968-69

('000 tons)

Vessels registered at ports in—	1966-67		1967-68		1968-69	
	Weight	Meas.	Weight	Meas.	Weight	Meas.
Australia	714	144	475	154	532	129
Denmark	799	93	946	125	1,672	93
France and New Caledonia	891	108	1,012	91	864	114
Germany, Federal Republic of	843	349	914	339	771	375
Greece	3,772	103	3,006	113	3,496	182
Hong Kong	634	108	378	93	438	114
India	497	38	757	53	926	58
Italy	771	36	577	63	550	49
Japan	9,076	539	15,000	630	22,429	703
Liberia	9,854	76	13,921	128	18,803	239
Netherlands	2,518	355	2,226	407	2,086	411
New Zealand	668	440	527	463	577	424
Norway	10,023	354	10,376	458	11,317	595
Panama	1,567	24	1,690	17	2,005	33
Sweden	2,136	412	1,453	581	1,622	537
United Kingdom	13,674	2,626	13,379	2,719	13,480	2,802
United States of America	232	130	231	162	231	139
Other	1,131	160	2,043	190	2,455	271
Grand total	59,800	6,095	68,911	6,786	84,254	7,268

World shipping tonnage

At 1 July 1969 the total number of steamships and motorships 100 gross tons and upwards throughout the world was 50,276 with a gross tonnage of 211,660,893. Of those totals, steamships numbered 8,676 for 77,870,727 gross tons, and motorships 41,600 for 133,790,166. This includes 5,869 oil tankers of 100 gross tons and upwards with a gross tonnage of 77,391,689. Australian steamships and motorships, 321 for 893,613 gross tons constituted 0.64 per cent and 0.42 per cent respectively of the total number and gross tonnage. This information has been derived from *Lloyd's Register of Shipping*.

Vessels registered in Australia

The following table shows the number and gross tonnage of trading vessels of 200 tons and over registered in Australia at 31 December 1969, classified according to: (i) year of construction, (ii) type of trade in which the vessels were engaged, and (iii) vessels built in Australian or in overseas shipyards.

AUSTRALIAN-REGISTERED TRADING VESSELS, 31 DECEMBER 1969(a)

(Source: Department of Shipping and Transport)

Year of construction	Overseas and interstate vessels		Intrastate vessels		Built in Australian yards		Built overseas		Total	
	No.	Gross tons	No.	Gross tons	No.	Gross tons	No.	Gross tons	No.	Gross tons
1965 and earlier	91	552,993	14	19,372	61	375,419	44	196,946	105	572,365
1966	1	33,774	2	2,445	3	36,219	..	..	3	36,219
1967	2	47,021	1	204	3	47,225	..	..	3	47,225
1968	4	99,210	2	669	5	63,907	1	35,972	6	99,879
1969	7	88,005	3	33,014	8	79,295	2	41,724	10	121,019
Total registered in Australia	105	821,003	22	55,704	80	602,065	47	274,642	127	876,707

(a) 200 gross tons and over.

Miscellaneous

Shipping freight rates

Lists of shipping freight rates for selected commodities are shown annually in the bulletin *Transport and Communications* and quarterly, in less detail, in the *Quarterly Summary of Australian Statistics*.

Shipping casualties

Courts of Marine Inquiry are constituted by a magistrate assisted by skilled assessors, and, when necessary, are held at the principal port in each State and at Launceston (Tasmania). Such courts have power to deal with the certificates of officers who are found at fault. Particulars of shipping losses and casualties reported on or near the coast during each of the years 1964-65 to 1968-69 are shown in the table below.

SHIPPING CASUALTIES TO OVERSEAS AND INTERSTATE STEAM AND MOTOR VESSELS(a) AUSTRALIA, 1964-65 TO 1968-69

Year	Shipping losses			Other shipping Casualties			Total shipping casualties		
	Vessels	Net tons	Lives lost	Vessels	Net tons	Lives lost	Vessels	Net tons	Lives lost
1964-65	87	315,762	..	87	315,762	..
1965-66	1	287	13	87	375,161	..	88	375,448	13
1966-67	104	545,927	..	104	545,927	..
1967-68	100	416,332	..	100	416,332	..
1968-69	105	434,028	..	105	434,028	..

(a) Vessels over 50 net tons.

Lighthouses; distances by sea; depth of water and tides at main ports

A list of the principal lighthouses on the coast of Australia, giving details of the location, number, colour, character, period, candle-power and visibility of each light will be found in *Transport and Communications*, Bulletin No. 60.

The distances by sea between principal ports of Australia and some important ports in other countries which trade with Australia and the depths of water and tides at principal ports of Australia will be found in *Transport and Communications*, Bulletin No. 60.

RAILWAYS

Government railways

Government railways in Australia operate in all States and Territories and provide an important means of transportation. In 1968-69 a total of 75.7 million tons of freight were carried, an increase of 82.9 per cent over the 41.4 million tons carried in 1948-49. However, in the same twenty-year period the number of passengers carried (mostly within the suburban areas of Sydney and Melbourne) declined by 11.7 per cent from 506.7 millions in 1948-49 to 447.4 millions in 1968-69. The number of train miles run during 1968-69 (93.8 million) was only 1.6 per cent greater than in 1948-49, which is an indication of the trend towards heavier train loads with the more powerful motive power now available. Since the introduction of the first mainline diesel-electric locomotives in 1950 their numbers have increased greatly until at 30 June 1969 there were 1,188 throughout Australia. Diesel-electric locomotives during 1968-69 hauled 56 million train-miles, while steam locomotives hauled only 5 million train-miles.

Railway development

The first steam-operated railway in Australia ran between Melbourne and Port Melbourne, a distance of two miles, and was opened on 12 September 1854. It was owned and operated by the Melbourne and Hobson's Bay Railway. Within a short time privately-owned railways opened in other States, but owing to the small volume of traffic available they were soon in financial difficulties and all were taken over by the respective State Governments. Under the policy of Government ownership and control the railway networks expanded until at 30 June 1941 there were 27,234 route-miles open for traffic in Australia. This was the greatest mileage ever recorded. Since the 1939-45

War many uneconomic branch lines have been closed. From 1 July 1948 to 30 June 1969, 3,030 miles have been closed, the greatest lengths being in Western Australia (997 miles), Queensland (842 miles), and Victoria (611 miles). During this same period 904 miles of new railway were added to the networks. The following table sets out the route-miles of government railways in each State and Territory at various dates since 1855.

**GOVERNMENT RAILWAYS: ROUTE-MILEAGE OPEN, STATES AND TERRITORIES
1855 TO 1969**

(Miles)

30 June—	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
1855(a)	14	2	..	7	..	..	..	..	23
1861(a)	73	114	..	56	..	..	..	..	243
1871(a)	358	276	218	133	..	45	..	..	1,030
1881(a)	996	1,247	800	832	92	45	..	..	4,012
1891	2,182	2,763	2,195	1,666	198	351	145	..	9,500
1901	2,846	3,237	2,801	1,736	1,355	457	145	..	12,577
1911	3,762	3,523	3,868	1,935	2,376	470	145	..	16,079
1921	5,043	4,267	5,752	3,408	3,992	630	199	5	23,296
1931	6,247	4,514	6,529	3,725	4,634	665	317	5	26,636
1941	6,368	4,518	6,567	3,809	4,835	642	490	5	27,234
1951	6,354	4,445	6,560	3,805	4,682	613	490	5	26,954
1961	6,303	4,050	6,324	3,836	4,577	517	490	5	26,102
1965	6,259	4,007	5,785	3,800	4,187	500	490	5	25,033
1966	6,259	3,984	5,785	3,781	4,201	500	490	5	25,005
1967	6,259	4,027	5,730	3,779	4,269	500	490	5	25,059
1968	6,265	4,012	5,825	3,780	4,269	500	490	5	25,146
1969	6,265	3,972	5,824	3,759	4,280	500	490	5	25,095

(a) At 31 December.

One feature of the Australian government railways is the variety of gauges to which they are built. There are three principal gauges, 'broad' (5ft 3in), 'standard' (4ft 8½in), and 'narrow' (3ft 6in). Extensive route-mileages of 3ft 6in gauge railway were built in areas where traffic volumes were initially known to be small and where it was imperative to minimise the costs of construction. The following table shows the mileages open in each State and Territory at 30 June 1969 according to gauge.

**GOVERNMENT RAILWAYS: ROUTE-MILEAGE OPEN, BY GAUGE
STATES AND TERRITORIES, 30 JUNE 1969**

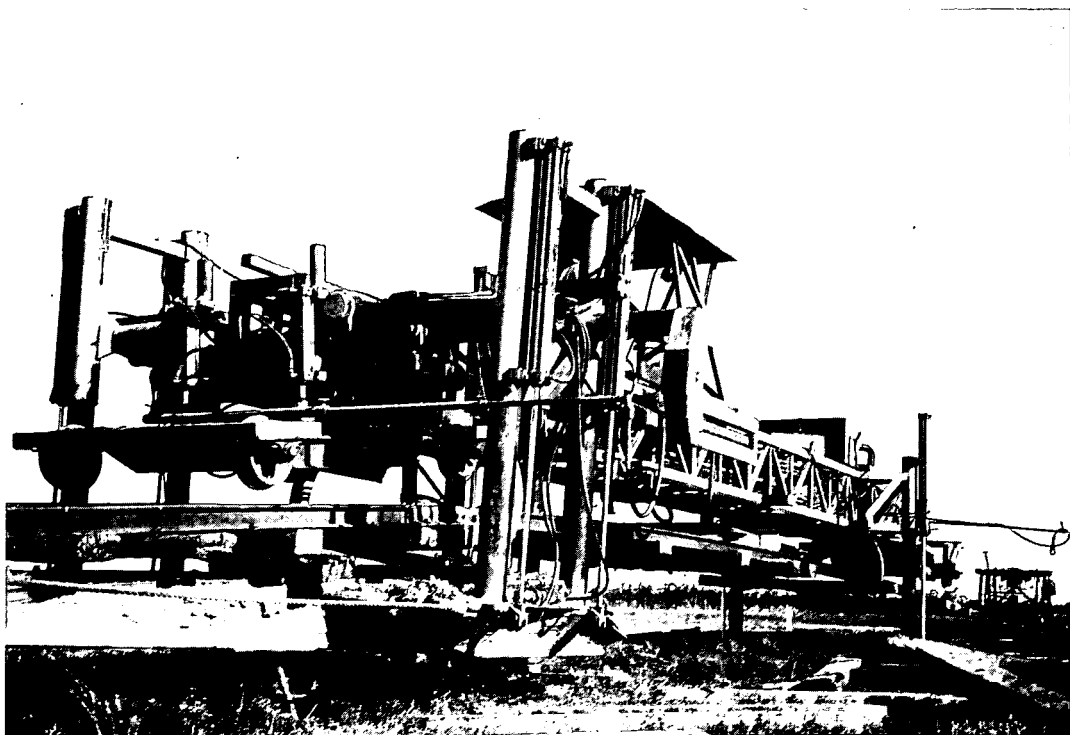
(Miles)

Gauge	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
5ft 3 in	(a)204	(b)3,761	..	1,631	..	..	..	..	5,596
4ft 8½ in	6,061	202	69	(c)871	(d)899	..	..	(e)5	8,107
3ft 6 in	..	..	5,725	(f)1,257	(g)3,381	500	(h)490	..	11,353
2ft 6in	..	9	..	..	..	..	..	..	9
2ft 0in	..	..	30	..	..	..	..	..	30
Total	6,265	3,972	5,824	3,759	4,280	500	490	5	25,095
Per 1,000 of population	1.40	1.17	3.29	3.28	4.52	1.29	7.21	0.04	2.04
Per 1,000 square miles	20.25	45.20	8.73	9.89	4.39	18.95	0.94	5.32	8.46

(a) Portion of Victorian Railway system. (b) Excludes 202 route-miles of 5ft 3in gauge which almost parallels the 4ft 8½in gauge line between Melbourne and the Murray River. (c) Comprises 654 miles of Trans-Australian and 217 miles of the Central Australia Railway systems. (d) Includes 454 miles of the Trans-Australian Railway system. (e) Australian Capital Territory Railway system. (f) Includes 428 miles of the Central Australia Railway system. (g) Excludes 248 miles of 3ft 6in gauge line which parallels the 4ft 8½in gauge line and 68 miles of 3ft 6in/4ft 8½in dual gauge line which are included in the 4ft 8½in gauge line. (h) Comprises 173 miles of the Central Australia and 317 miles of the North Australia Railway systems.

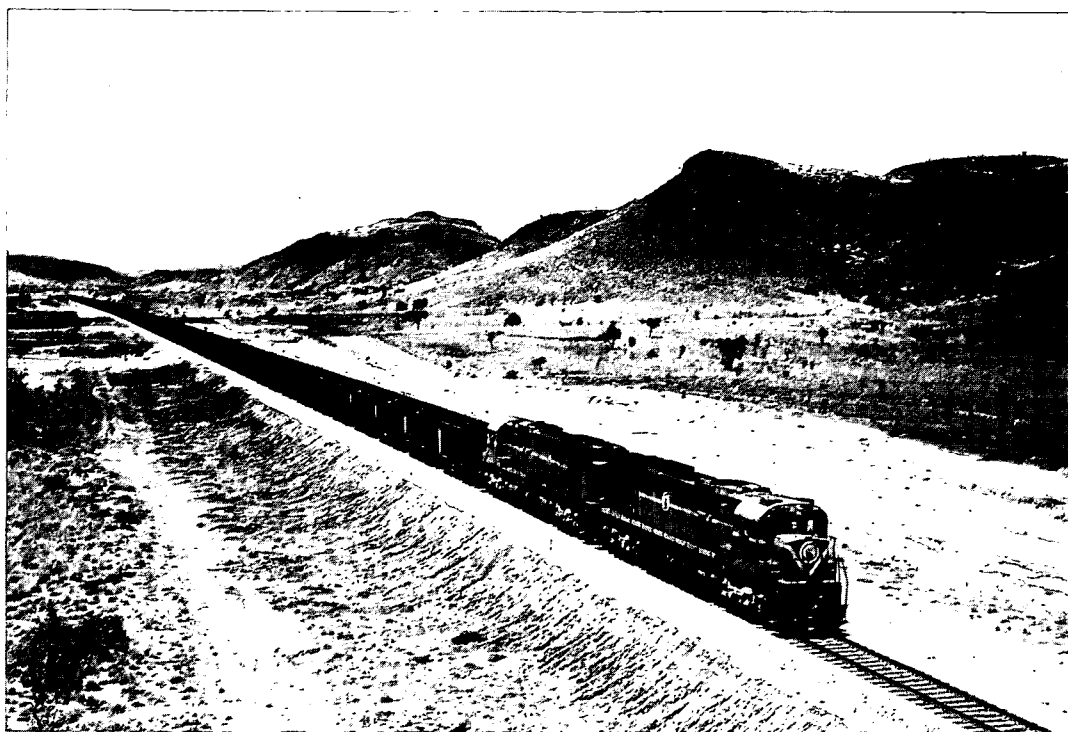


Indian-Pacific passenger express crossing the Nullabor Plain.



An auto sled in use on upgrading work between Parkes and Broken Hill.

Photos by courtesy of Australian News and Information Bureau and New South Wales Government Railways



An ore train hauling nearly 10,000 tons of iron ore in Pilbara area of Western Australia.



An eight-car all double deck electric train.

Photos by courtesy of Mt Newman Iron Ore Coy Ltd and New South Wales Government Railways

Government railway systems

There are six separate State Government railway systems and one Commonwealth railway system. As the Commonwealth system includes mileages in South Australia and Western Australia, and the Victorian system extends into New South Wales, the system route-mileages shown in the following table do not represent mileages within each State and Territory. These are shown in the previous table. The route-mileage of each system open for traffic, according to gauge, at 30 June 1969 is shown in the following table.

GOVERNMENT RAILWAYS: ROUTE-MILEAGE OPEN, BY GAUGE AND SYSTEM
30 JUNE 1969
(Miles)

System	Gauge					Total
	5ft 3in	4ft 8½in	3ft 6in	2ft 6in	2ft 0in	
New South Wales	..	(a)6,061	..	..	..	6,061
Victoria	(b)3,965	202	..	9	..	4,176
Queensland	..	69	5,725	..	30	5,824
South Australia	1,631	..	829	..	..	2,460
Western Australia	..	445	(c)3,381	..	..	3,826
Tasmania	..	..	500	..	..	500
Commonwealth	..	1,330	918	..	..	2,248
Australia	5,596	8,107	11,353	9	30	25,095

(a) Includes 270 route-miles which are electrified. (b) Excludes 202 route-miles of 5ft 3in gauge line which almost parallels the 4ft 8½in gauge line between Melbourne and the Murray River. Includes 263 route-miles which are electrified. (c) Excludes 248 miles of 3ft 6in gauge line which parallels the 4ft 8½in gauge line and 68 miles of 3ft 6in/4ft 8½in dual gauge line which are included in the 4ft 8½in gauge line.

The New South Wales system is based on Sydney and extends throughout the State. The Victorian system based on Melbourne radiates throughout the State, extending into areas of southern New South Wales. The Queensland system extends along the coast from Brisbane to Cairns in the north, while branch lines extend inland from Brisbane and the larger coastal cities of Rockhampton and Townsville. The main South Australian system is in the south-east of the State, but an isolated narrow-gauge system operates in the Eyre Peninsula area. The railway system in Western Australia is established in the south-western section of the State, but extends north to Meekatharra and east to Kalgoorlie and Esperance. In Tasmania the main line connects Hobart and Launceston, and there are branch lines along the northern coast.

The Commonwealth Railways comprises four separate railways. The Trans-Australian Railway, extending from Port Pirie to Kalgoorlie, is of 4ft 8½in gauge, as is that part of the Central Australia Railway from Port Augusta (Sterling North) to Maree. A further extension of this railway from Maree to Alice Springs is of 3ft 6in gauge, as is the North Australia Railway from Darwin to Birdum. The Australian Capital Territory Railway from Queanbeyan to Canberra is of 4ft 8½in gauge. In this chapter particulars of the four Commonwealth railways are combined; however, particulars for each railway are shown separately in the annual bulletin *Transport and Communication*.

A graph showing the route-mileages and traffic of all Government railways from 1870 to 1969 appears on plate 30 on page 354.

Standardisation of railway gauges

Introduction

The completion of the standard gauge line from Broken Hill to Cockburn in November 1969 saw the final step in the standard gauge link between Fremantle (Western Australia) and Sydney (New South Wales). The first through freight services to operate between Sydney and Fremantle commenced on 12 January 1970 and the new passenger service over the same route was inaugurated on 23 February 1970. This passenger service has been named the *Indian-Pacific* after the oceans it links.

GOVERNMENT RAILWAYS: AUSTRALIA, 1870 TO 1968-69

ROUTE MILEAGE AND TRAFFIC

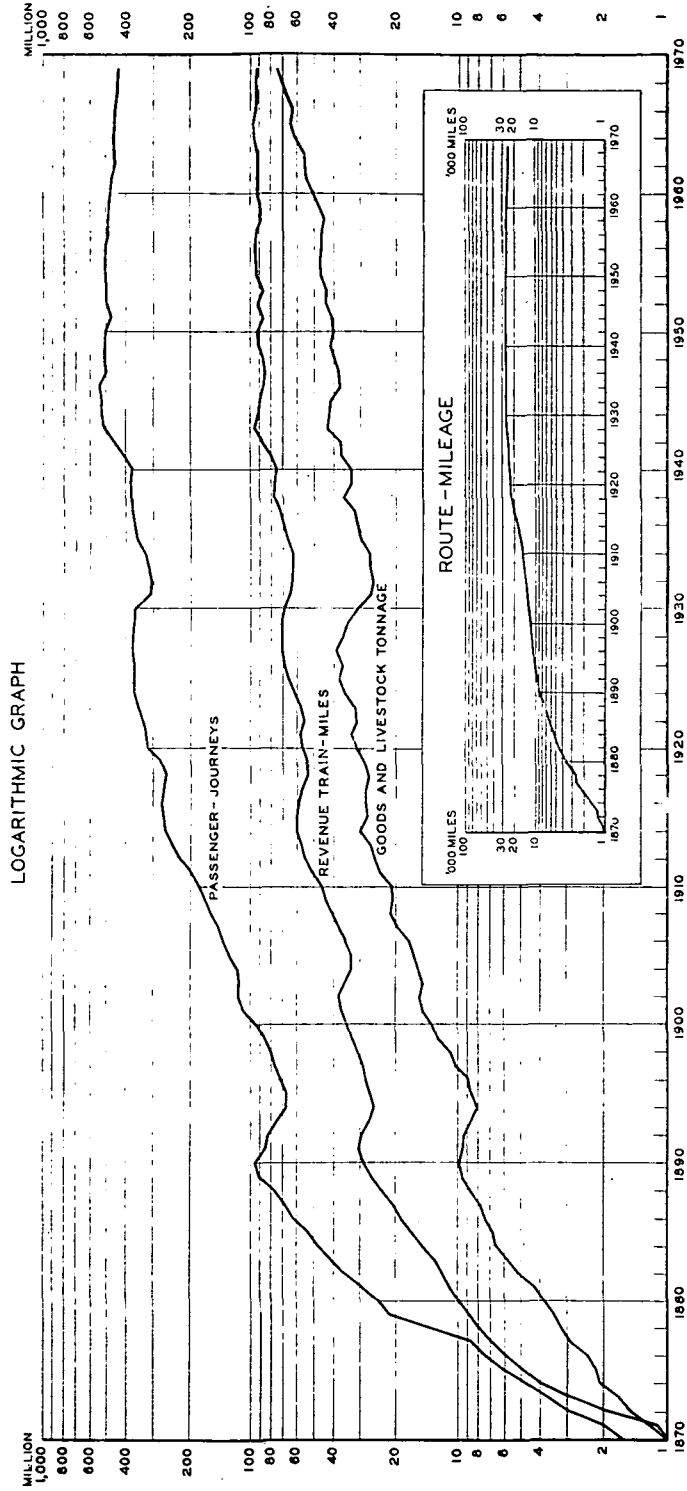


PLATE 30

At this stage all mainland capital cities, except Adelaide, are linked by the standard gauge system. This system now extends from South Brisbane to Sydney via Kyogle (New South Wales); from Sydney to Melbourne via Albury (New South Wales); from Sydney to Cockburn (on the South Australia/New South Wales border) via Parkes and Broken Hill; from Cockburn to Port Pirie (South Australia); from Port Pirie to Kalgoorlie (Western Australia) via Port Augusta (South Australia); and from Kalgoorlie to Fremantle via Koolyanobbing, Merredin and Northam (Western Australia). Although the task of linking Australia by standard gauge was commenced in 1912 with the beginning of construction of the standard gauge line between Port Augusta and Kalgoorlie it took almost sixty years to complete. Major factors contributing to the delay in construction were a lack of funds and the failure of successive State and Commonwealth Governments to agree on matters concerning the introduction of the standard gauge.

Benefits

With the opening of the line from the east coast to the west coast of Australia it was possible for freight and passengers to travel for the first time in the one vehicle for the whole journey. In the past it had been necessary for rail freight consigned across the continent to be transhipped, or bogie exchanged, three times with consequent delays, damage and losses. Similarly passengers had to change trains five times on the journey between Sydney and Perth.

The major benefits of standardisation are the saving in time and costs due to the elimination of the multiple handling of goods and the trans-shipment of passengers at points of break-in-gauge. The through freight services between Sydney and Perth will take 3½ days compared with the 8 to 10 days which applied previously. Similarly passenger services have been improved and travelling time cut from about 80 hours to 65 hours. Further improvements will follow as the new track settles down and higher operating speeds become possible.

Historical background

The historical background to the standardisation of railway gauges was described in detail in Year Book No. 53, pages 440-445, and therefore will receive only a brief mention in this article. At Federation in 1901 there were three main gauges in operation in the various States. As early as 1846 the British Secretary of State for the Colonies recommended a uniform gauge of 4ft 8½in for railway construction in the Australian colonies. The main purpose of this recommendation was to avoid the problems encountered in England where different gauges were employed. In 1850 the chief engineer of the Sydney Railway Company recommended a gauge of 5ft 3in, the gauge in use in Ireland. The Secretary of State for the Colonies agreed, notified the States of Victoria and South Australia which accepted the gauge of 5ft 3in as the standard for Australia. However, in 1854 the next chief engineer of the Sydney Railway Company advised that a gauge of 4ft 8½in be used, the gauge in use in England and Scotland. This gauge was adopted in New South Wales but Victoria and South Australia did not conform as orders had been placed for 5ft 3in rolling stock. The adoption of 3ft 6in gauge by Queensland, Western Australia and Tasmania and the subsequent use of this gauge for certain lines in South Australia appears to have been based on geographical, financial and economic considerations. It is also likely that the possibility of links between States was considered to be remote.

The difficulties of the railways in providing satisfactory interstate travel and freight transport services were greatly emphasised during both world wars when serious delays occurred in the movement of troops and equipment. A Royal Commission, set up in 1921 to investigate the standardisation of gauges, recommended the conversion of the entire Victorian and South Australian networks to standard gauge and the construction of standard gauge links between Fremantle and Kalgoorlie (Western Australia), Port Augusta and Adelaide (South Australia), and Kyogle (New South Wales) and South Brisbane (Queensland). It recommended the adoption of 4ft 8½in gauge as the standard gauge because of its carrying capacity, speed tolerance, and, more importantly, because the relative cost of converting lines and rolling stock to 4ft 8½in was considerably less expensive than a similar conversion to 5ft 3in. The 4ft 8½in gauge was accepted as the standard gauge at a Premiers' Conference in November 1921. However the only practical result of the 1921 Commission was the extension of the standard gauge from Kyogle (New South Wales) to South Brisbane, which was completed in 1930, with the cost being borne by the Commonwealth Government.

In 1935 an agreement was reached between the Commonwealth and South Australian Governments for the Commonwealth to extend the standard gauge from Port Augusta to Port Pirie (South Australia). This project was completed in 1937.

In March 1944 the Commonwealth Government requested Sir Harold Clapp, Director-General of Land Transport, to submit a report and recommendations regarding the standardisation of Australia's railway gauges on the basis of a 4ft 8½in gauge. As well as making recommendations

similar to those made by the Royal Commission in 1921, the Clapp Report recommended the construction of standard gauge links between Bourke (New South Wales), Dajarra and Townsville (Queensland); and between Dajarra and Birdum (Northern Territory); conversion to standard gauge of the lines between Birdum and Darwin (Northern Territory); and acquisition and conversion of the Silverton Tramway Company's line between Broken Hill (New South Wales) and Cockburn (South Australia); for further details see Year Book No. 53, pages 442-3. Following the Clapp Report an agreement was reached in 1949 between the South Australian and Commonwealth Governments providing for the conversion of the South Australian railway network, except for the narrow gauge in the Port Lincoln Division, to standard gauge. As an interim measure the Commonwealth Government agreed to the conversion of the narrow gauge in the south-east of South Australia (Bordertown-Naracoorte-Mt Gambier and branches) to broad gauge pending conversion to standard gauge when required. This work was completed in 1958.

Another Committee in 1956 under the direction of Mr W. C. Wentworth, M.P., modified the proposals of the Clapp Report and formed a more acceptable plan to standardise the main trunk lines from Albury (New South Wales) to Melbourne (Victoria), from Broken Hill (New South Wales) to Adelaide via Port Pirie (South Australia) and from Kalgoorlie to Fremantle (Western Australia). Except for the standard gauge link between Adelaide and Port Pirie this plan has been achieved.

Highlights of capital city standard gauge rail link-up

September 1930 . . .	Kyogle to South Brisbane standard gauge line opened.
March 1945 . . .	Clapp Report on Gauge Standardisation.
October 1956 . . .	Wentworth Report on Gauge Standardisation.
January 1962 . . .	Melbourne-Albury standard gauge line opened.
November 1962 . . .	Work started on Western Australia standard gauge project.
April 1963 . . .	Work started on South Australian standard gauge project
November 1966 . . .	First section of Western Australian standard gauge (Merredin to Fremantle) opened.
April 1967 . . .	First iron ore train from Koolyanobbing to Kwinana.
August 1968 . . .	Western Australian standard gauge line linked with Trans-Australian Railway at Kalgoorlie.
November 1968 . . .	First through Port Pirie-Perth freight train.
March 1969 . . .	Port Pirie-Cockburn standard gauge line completed.
June 1969 . . .	Through passenger service, Port Pirie-Perth inaugurated.
November 1969 . . .	Cockburn-Broken Hill standard gauge line completed.
January 1970 . . .	First through Sydney-Perth freight service.
February 1970 . . .	Official inauguration of <i>Indian-Pacific</i> passenger express.

Sydney-Melbourne standard gauge

Sydney and Melbourne were linked by standard gauge in January 1962 when the line from Sydney to Albury was extended to Melbourne in parallel with the existing Victorian 5ft 3in gauge. This line links the two most populous and highly industrialised States and is the busiest interstate rail route in Australia. Since the standard gauge line was opened, rail freight traffic between New South Wales and Victoria has increased by about two-thirds.

To enable work on this project to commence in 1957, an agreement was reached between the Commonwealth, Victorian and New South Wales Governments whereby the Commonwealth advanced the funds and accepted responsibility for 70 per cent of the cost, with the Victorian and New South Wales governments being equally responsible for repaying the remaining 30 per cent plus interest over a 50 year period.

The *Indian-Pacific* (Perth to Sydney) Route

The following describes the standardisation of each section of the route followed by the *Indian-Pacific* service and the work undertaken to establish the 2,461 miles of uniform high grade track needed for a fast and efficient freight and passenger train service between Sydney and Perth.

Sydney to Parkes (277 miles). This section has always been of standard gauge. It involves the complicated grades, curves and tunnels required to cross the Blue Mountains. Electric motive power is used as far as Lithgow. The track is of a high standard although clearances are limited through the Blue Mountains.

Parkes to Broken Hill (422 miles). This line was originally opened in 1927. Although of standard gauge it was built as a developmental line with light rails and only earth ballast. To enable it to handle fast interstate traffic, an upgrading programme was devised. The work included replacement of sleepers and ballasting, and improvement of grades, curves and bridges, at a total cost of about \$12 million, of which \$10 million was provided as a direct grant by the Commonwealth Government. The immediate programme did not include the provision of new rails, and the New South Wales Government has agreed to do this work at its own cost as it becomes necessary.

Broken Hill to Port Pirie (247 miles). Previously this line was operated in two parts. The first 35 miles, which were in New South Wales, were owned and operated by a private company The Silverton Tramway Company Limited, and were built under an 1886 Act of the New South Wales Parliament. From the South Australian border (Cockburn to Port Pirie) the line was owned and operated by the South Australian Railways. Both these sections were of 3ft 6in gauge. However, the standardisation project, financed by the Commonwealth Government under the Railway Standardisation (South Australia) Agreement of 1949, covered construction of a new standard gauge railway between Cockburn and Port Pirie. A new railway was constructed in New South Wales between Broken Hill and Cockburn on a more direct route than that operated by The Silverton Tramway Company. The latter work required a new agreement between the Commonwealth, New South Wales and South Australian Governments, resulting in the Railway Agreement (New South Wales and South Australia) of 1968. This railway is owned and operated by the South Australian Railways. The Silverton Tramway Company has ceased mainline operations but is continuing to operate the mine sidings in Broken Hill. Generally, the South Australian section follows the old narrow gauge route.

The project also included provision for extensive marshalling complexes at Broken Hill, Peterborough, Gladstone, and Port Pirie. A short 14 mile section of narrow gauge line between Terowie and Peterborough was converted to broad (5ft 3in) gauge to give a direct link from Adelaide without the previous transfer at Terowie. There are bogie exchange facilities at Port Pirie and Peterborough for transfers between broad (5ft 3in) and standard (4ft 8½in) gauges, and other transfer facilities have been provided at these locations and at Gladstone, where breaks of gauge still exist.

The total cost of the Broken Hill/Port Pirie work, including rolling stock, was about \$52.5 million, all of which was provided by the Commonwealth Government, with 30 per cent to be repaid by South Australia over 50 years.

Port Pirie to Kalgoorlie (1,108 miles). This section is known as the Trans-Australian Railway, which is operated for the Commonwealth Government by the Commonwealth Railways. That part of the line from Port Augusta to Kalgoorlie was opened for service in 1917, and that from Port Augusta to Port Pirie in 1937. The Trans-Australian Railway has always been of standard (4ft 8½in) gauge, but until recently the track was not of a very high grade. An upgrading programme is in process involving replacement of the old 80 lb per yard rails with new continuously welded 94 lb per yard rails, and improved sleepers and ballasting. About 300 miles remain to be completed. The total cost of the upgrading work will be about \$15 million, all of which will be provided by the Commonwealth Government.

Kalgoorlie to Perth (407 miles). Previously all Western Australian railways were of narrow (3ft 6in) gauge and interstate traffic had to be transhipped at Kalgoorlie (bogie exchange techniques being not suitable for narrow gauge operations). The old narrow gauge line had severe operating restrictions, particularly across the Darling ranges, east of Perth.

This project involved the construction of a new standard gauge railway between Kalgoorlie and the Perth area. The route passes through Koolyanobbing to serve the iron ore traffic from that point. In the Perth area there are connections to a passenger terminal at East Perth, the wharves at Fremantle, the grain terminal at Leighton, the industrial area at Kwinana, and to a major marshalling and servicing complex at Kewdale-Forrestfield which will replace several existing narrow gauge yards in the Perth area.

It also includes a new 64 mile section of track through the Avon Valley. This section is of double dual gauge (i.e. two separate tracks, each with three rails, enabling them to carry both 4ft 8½in and 3ft 6in gauge trains). This section replaces the old narrow gauge line across the Darling Ranges.

The project is financed under the Railway Agreement (Western Australia) of 1961. Of the total cost of about \$130 million, \$110 million will be provided initially by the Commonwealth. The State Government has undertaken further works in conjunction with the project and these are estimated to cost a further \$30 million.

Future developments in standardisation

The Commonwealth Government has announced its intention to finance a standard gauge connection between Adelaide and the new standard gauge railway. Details of the connection have yet to be decided. When this link is forged all mainland state capital cities will then be connected to the interstate standard gauge network. However, the most direct link between Adelaide and Melbourne will still be broad gauge (5ft 3in).

The Commonwealth Government has also announced the intention to build a new standard gauge railway between Port Augusta and Whyalla (South Australia). This will be 47 miles long and will be owned and operated by Commonwealth Railways. It will connect Whyalla with the interstate standard gauge network. In addition to general goods and passenger traffic, it will be used for the carriage of considerable quantities of steel products which are at present transported by road between Whyalla and Port Augusta (for rail transport to Melbourne and Sydney).

The Commonwealth Government is also considering proposals for a new standard gauge railway, about 522 miles long, between Tarcoola on the Trans-Australian Railway, and Alice Springs. This would replace the existing narrow gauge railway between Marree and Alice Springs.

The Western Australian Government is considering the possibility of converting to standard gauge the existing narrow gauge railway between Kalgoorlie and Esperance, a distance of about 258 miles.

Operations of Government railway systems

Particulars of train-mileages, passenger-journeys, passenger-miles, freight tons carried, and freight ton-miles included in this section refer only to operations for which revenue is received.

Summary of operations**GOVERNMENT RAILWAYS: SUMMARY OF OPERATIONS, SYSTEMS, 1968-69**

	<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>Cwlth</i>	<i>Aust.</i>
Train-mileage								
('000)(a)—								
Suburban passenger	10,226	8,139	1,909	2,013	1,327	113	..	23,727
Country passenger	10,045	4,741	3,578	1,526	890	211	758	21,749
Goods(b)	17,930	6,809	11,622	2,637	5,684	873	2,801	48,356
<i>Total</i>	<i>38,201</i>	<i>19,689</i>	<i>17,109</i>	<i>6,176</i>	<i>7,901</i>	<i>1,197</i>	<i>3,559</i>	<i>93,832</i>
Passenger-journeys								
('000)(c)—								
Suburban	233,211	140,788	25,771	13,760	9,832	838	..	424,200
Country(d)	15,257	4,078	2,395	664	338	207	298	23,237
<i>Total</i>	<i>248,469</i>	<i>144,866</i>	<i>28,165</i>	<i>14,423</i>	<i>10,170</i>	<i>1,045</i>	<i>298</i>	<i>447,437</i>
Passenger-miles								
('000)(e)—								
Suburban	n.a.	1,263,823	n.a.	112,039	n.a.	5,567	..	n.a.
Country	n.a.	368,139	n.a.	84,633	67,627	11,322	125,612	n.a.
<i>Total</i>	<i>n.a.</i>	<i>1,631,962</i>	<i>n.a.</i>	<i>196,672</i>	<i>n.a.</i>	<i>16,889</i>	<i>125,612</i>	<i>n.a.</i>
Freight—								
Tons carried ('000)(d)	31,871	11,316	12,975	5,003	8,934	1,242	4,401	75,742
Net ton-miles (million)(f)	4,942.4	1,903.0	2,617.5	803.7	1,525.8	117.2	1,216.3	13,125.9

(a) One train (i.e. a complete unit of locomotive and vehicles, electric train set, or rail motor) travelling one mile for revenue purposes. (b) Includes mixed train-mileage. (c) Based on ticket sales making allowances for periodical tickets. Tickets sold at concession rates are counted as full journeys. (d) Inter-system traffic is included in the total for each system (including each Commonwealth railway) over which it passes. (e) One passenger travelling one mile. (f) One ton carried one mile.

Rolling stock

GOVERNMENT RAILWAYS: ROLLING STOCK INCLUDED IN CAPITAL ACCOUNT
(Number)

System and date	Locomotives				Total	Coaching stock(b)	Goods stock	Service stock
	Steam	Diesel-electric	Electric	Other(a)				
30 June 1969—								
New South Wales	199	356	41	35	631	(c)3,407	(c)19,543	2,223
Victoria	72	237	35	75	419	(c)2,418	(c)20,598	(c)1,625
Queensland	178	303	..	48	529	1,298	20,541	1,964
South Australia	79	127	..	..	206	(c)493	7,488	(c)500
Western Australia	204	147	..	20	371	220	12,101	976
Tasmania	20	37	..	21	78	130	2,347	189
Commonwealth	1	76	..	10	87	65	1,941	494
Australia	753	1,283	76	209	2,321	(d)8,127	(d)84,584	(d)7,972
30 June—								
1968	1,077	1,186	76	168	2,507	8,619	85,552	7,904
1967	1,337	1,054	76	156	2,623	8,727	86,887	7,920
1966	1,591	925	76	150	2,742	8,748	88,205	7,987
1965	1,782	821	76	147	2,826	8,777	88,781	8,144
1964	1,981	694	76	140	2,891	8,829	88,929	7,944

(a) Includes non-passenger-carrying diesel power vans. (b) Includes all brake vans and non-powered electric train stock. (c) Excludes stock jointly-owned with other systems. (d) Includes jointly-owned stock.

Train-mileage

Train-mileage by type of service and automotive power

GOVERNMENT RAILWAYS: TRAIN MILEAGE 1968-69
(^{'000 miles})

	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Cwlth	Aust.
Type of service—								
Passenger—suburban	10,226	8,139	1,909	2,013	1,327	113	..	23,727
Passenger—country	10,045	4,741	3,578	1,526	890	211	758	21,749
Goods(a)	17,930	6,809	11,622	2,637	5,684	873	2,801	48,356
Total	38,201	19,689	17,109	6,176	7,901	1,197	3,559	93,832
Type of motive power—								
Hauled by diesel-electric locomotives	19,760	9,012	14,538	3,140	4,653	1,047	3,467	55,617
Hauled by steam locomotives	2,055	28	533	66	1,891	4	5	4,582
Hauled by electric and other locomotives	2,282	926	171	..	..	16	..	3,395
Powered coaching stock	14,104	9,723	1,867	2,970	1,357	130	87	30,238
Total	38,201	19,689	17,109	6,176	7,901	1,197	3,559	93,832

(a) Includes mixed train-miles.

Total Train-mileage

TRAIN MILEAGE
(^{'000 miles})

Year	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Cwlth	Aust.
1964-65	40,194	20,489	17,605	6,582	7,562	1,272	2,914	96,618
1965-66	37,694	20,145	17,640	6,492	8,043	1,283	2,955	94,252
1966-67	37,638	20,035	16,876	6,584	8,316	1,275	2,958	93,682
1967-68	38,535	19,885	16,831	6,418	8,372	1,247	3,206	94,494
1968-69	38,201	19,689	17,109	6,176	7,901	1,197	3,559	93,832

Passenger traffic

Passenger-journeys

GOVERNMENT RAILWAYS: PASSENGER-JOURNEYS(a), SYSTEMS, 1964-65 TO 1968-69
(^{'000})

Year	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Cwlth	Aust.
SUBURBAN								
1964-65	(b)225,420	144,846	22,254	14,326	9,911	1,135	..	(b)417,892
1965-66	242,216	144,332	23,227	14,671	9,748	1,097	..	435,291
1966-67	239,986	141,593	23,703	14,608	9,468	973	..	430,331
1967-68	238,061	141,733	24,065	14,447	9,628	870	..	428,804
1968-69	233,211	140,788	25,771	13,760	9,832	838	..	424,200
COUNTRY(c)								
1964-65	(b)13,312	4,907	2,961	870	484	205	347	(b)23,086
1965-66	15,352	4,793	2,752	840	419	207	342	24,705
1966-67	15,298	4,674	2,668	824	343	224	371	24,402
1967-68	15,253	4,535	2,526	795	342	217	347	24,015
1968-69	15,257	4,078	2,395	664	338	207	298	23,237
TOTAL(c)								
1964-65	261,681	149,753	25,215	15,196	10,395	1,340	347	463,927
1965-66	257,568	149,125	25,979	15,511	10,168	1,304	342	459,997
1966-67	255,284	146,268	26,372	15,432	9,811	1,197	371	454,735
1967-68	253,313	146,268	26,591	15,242	9,970	1,087	347	452,818
1968-69	248,469	144,866	28,165	14,423	10,170	1,045	298	447,437

(a) Based on ticket sales making allowance for periodical tickets. Tickets sold at concession rates are counted as full journeys. (b) Excludes some passenger-journeys in New South Wales for which a dissection between suburban and country is not available. (c) Inter-system traffic is included in the total for each system (including each Commonwealth railway) over which it passes.

Passenger-miles

GOVERNMENT RAILWAYS: PASSENGER-MILES(a), SYSTEMS, 1964-65 TO 1968-69
(^{'000})

Year	Vic.	S.A.	W.A.	Tas.	Cwlth
SUBURBAN					
1964-65	1,279,320	119,232	69,824	7,208	..
1965-66	1,273,380	122,720	67,826	7,062	..
1966-67	1,256,759	121,549	n.a.	6,306	..
1967-68	1,250,058	117,764	n.a.	5,665	..
1968-69	1,263,823	112,039	n.a.	5,567	..
COUNTRY					
1964-65	403,640	96,835	68,064	12,355	120,977
1965-66	396,226	95,410	66,968	11,132	121,351
1966-67	393,121	96,331	67,897	14,843	129,764
1967-68	375,783	89,629	68,065	11,427	119,772
1968-69	368,139	84,633	67,627	11,322	125,612
TOTAL					
1964-65	1,682,960	216,067	137,888	19,563	120,977
1965-66	1,669,606	218,130	134,794	18,194	121,351
1966-67	1,649,880	217,880	n.a.	21,149	129,764
1967-68	1,625,840	207,393	n.a.	17,092	119,772
1968-69	1,631,662	196,672	n.a.	16,889	125,612

(a) Particulars for New South Wales and Queensland, and in consequence the totals for Australia, are not available.

Freight traffic

Freight carried

GOVERNMENT RAILWAYS: FREIGHT CARRIED(a), SYSTEMS

('000 tons)

Commodity and year	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Cwlth	Aust.
1968-69—								
Wheat	3,041	1,689	849	563	1,512	..	1	7,655
Other agricultural produce	911	1,004	2,773	310	422	38	30	5,488
Coal, coke and briquettes	15,070	1,303	5,283	6	229	87	2,147	24,125
Other minerals(b)	2,809	174	938	1,556	4,352	25	927	10,781
Wool	216	140	48	21	142	3	4	574
Fertilisers and manure	475	914	104	361	667	115	4	2,640
Cement	913	765	130	149	(c)	272	113	2,342
Timber	263	325	119	56	333	349	24	1,469
Livestock	349	278	724	119	88	19	130	1,707
All other commodities	7,823	4,723	2,007	1,862	(d)1,190	336	1,019	18,960
Total	31,871	11,316	12,975	5,003	8,934	1,242	4,401	75,742
1967-68	30,745	11,116	11,133	4,368	8,910	1,162	3,627	71,061
1966-67	29,275	12,075	10,185	4,876	7,873	1,079	3,121	68,484
1965-66	27,004	12,156	10,049	4,789	6,384	1,072	2,976	64,430
1964-65	27,889	12,596	10,031	5,089	5,229	1,091	2,919	64,844
1963-64	25,814	12,132	9,796	5,179	5,187	1,155	2,478	61,741

(a) Inter-system traffic is included in the total for each system (including each Commonwealth railway) over which it passes. (b) Includes sand and gravel. (c) Cement included with 'All other commodities'. (d) Includes cement.

Freight net ton-miles

GOVERNMENT RAILWAYS: FREIGHT NET TON-MILES, SYSTEMS

(Million)

Commodity and year	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Cwlth	Aust.
1968-69—								
Wheat	845.1	264.9	(a)	59.6	254.4	..	(b)	n.a.
Other agricultural produce	363.1	172.6	(a)	36.5	77.4	3.4	23.4	n.a.
Coal, coke and briquettes	536.7	128.0	(a)	1.2	11.8	10.5	334.2	n.a.
Other minerals(c)	350.5	18.5	(a)	216.9	591.6	1.0	123.9	n.a.
Wool	54.9	18.6	(a)	3.8	36.4	0.3	1.8	n.a.
Fertilisers and manure	148.0	153.6	(a)	66.2	122.0	19.2	4.3	n.a.
Cement	145.0	50.0	(a)	16.3	(d)	12.7	8.3	n.a.
Timber	92.4	60.2	(a)	11.0	79.9	18.3	20.9	n.a.
Livestock	136.7	49.8	188.1	18.5	15.6	2.6	49.6	460.9
All other commodities	2,270.0	986.8	2,429.4	373.7	(e)336.7	49.3	649.6	7,095.5
Total	4,942.4	1,903.0	2,617.5	803.7	1,525.8	117.2	1,216.3	13,125.9
1967-68	4,844.1	1,776.2	2,201.3	680.9	1,571.7	117.2	1,072.3	12,263.7
1966-67	4,554.8	1,937.4	2,003.6	739.4	1,244.1	118.2	919.2	11,516.7
1965-66	4,281.8	1,989.5	2,002.0	749.3	1,020.8	113.4	881.4	11,038.2
1964-65	4,706.0	2,028.2	1,800.9	765.4	842.1	116.6	885.8	11,145.0
1963-64	4,282.1	1,905.6	1,887.1	754.1	813.3	113.9	744.4	10,500.5

(a) Not available separately, included with 'All other commodities'. (b) Less than 50,000 net ton-miles. (c) Includes sand and gravel. (d) Cement included with 'All other commodities'. (e) Includes cement.

Finance

GOVERNMENT RAILWAYS: GROSS EARNINGS(a), SYSTEMS, 1968-69
(\$'000)

	<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>Cwlth</i>	<i>Aust.</i>
Coaching—								
Suburban passenger	31,368	22,979	2,689	1,962	1,271	69	..	60,338
Country passenger	15,860	7,473	3,884	1,594	1,603	143	2,643	33,200
Other	7,020	4,249	3,039	952	1,547	207	656	17,670
<i>Total, coaching</i>	<i>(b)(c)55,456</i>	<i>34,701</i>	<i>9,606</i>	<i>4,508</i>	<i>4,421</i>	<i>419</i>	<i>3,299</i>	<i>(c)112,410</i>
Freight (goods and live-stock)—								
Wheat	<i>(d)</i>	9,376	7,166	2,415	7,601	..	2	n.a.
Other agricultural produce	<i>(d)</i>	5,254	14,131	1,211	2,491	215	288	n.a.
Coal, coke and briquettes	<i>(d)</i>	4,211	15,526	23	639	359	2,468	n.a.
Other minerals(e)	<i>(d)</i>	493	9,240	7,180	8,630	60	1,952	n.a.
Wool	<i>(d)</i>	1,206	1,793	155	2,063	31	57	n.a.
Fertilisers and manure	<i>(d)</i>	3,344	971	1,107	3,322	874	31	n.a.
Cement	<i>(d)</i>	2,444	1,262	424	<i>(f)</i>	737	194	n.a.
Timber	<i>(d)</i>	2,224	1,561	273	2,490	961	226	n.a.
Livestock	3,896	1,265	9,038	833	669	131	814	16,646
All other commodities	156,558	28,711	29,228	9,732	<i>(g)15,024</i>	2,917	14,331	256,501
<i>Total, freight</i>	<i>(b)160,454</i>	<i>58,528</i>	<i>89,916</i>	<i>23,354</i>	<i>42,930</i>	<i>6,285</i>	<i>20,366</i>	<i>401,833</i>
Miscellaneous	<i>(b)12,649</i>	7,273	2,929	2,438	2,013	243	1,707	29,252
Grand total	<i>(b)228,560</i>	100,502	102,452	30,300	49,364	6,947	25,371	543,496

(a) Excludes Government grants. (b) Includes State Co-ordination Tax Contribution. (c) Includes earnings which cannot be allocated among suburban, country or other coaching earnings. (d) Not available separately, included with 'All other commodities'. (e) Includes sand and gravel. (f) Cement included with 'All other commodities'. (g) Includes cement.

GOVERNMENT RAILWAYS: WORKING EXPENSES, SYSTEMS, 1968-69
(\$'000)

	<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.(a)</i>	<i>Cwlth</i>	<i>Aust.</i>
Maintenance of way and works								
Motive power(b)	67,750	29,137	33,234	<i>(a)12,569</i>	<i>(a)19,238</i>	3,202	6,569	171,701
Traffic	51,791	32,919	23,758	<i>(a)10,034</i>	12,422	2,496	4,206	137,626
Other charges	52,739	26,788	6,812	4,908	5,608	1,173	2,834	100,862
Total	205,164	111,216	91,427	<i>(a)36,154</i>	<i>(a)49,947</i>	9,089	<i>(a)24,614</i>	527,611

(a) Includes provision of reserves for depreciation. (b) Includes maintenance of rolling stock.

GOVERNMENT RAILWAYS: GROSS EARNINGS, WORKING EXPENSES, AND NET EARNINGS SYSTEMS, 1964-65 TO 1968-69

(\$'000)

Year	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Cwlth	Aust.
GROSS EARNINGS								
1964-65	213,258	100,225	81,321	29,764	35,715	5,581	17,419	483,283
1965-66	195,336	99,519	84,178	28,947	42,571	5,985	18,091	474,627
1966-67	213,335	104,477	87,864	30,220	48,008	6,588	19,428	509,920
1967-68	224,966	99,301	94,018	28,046	51,628	6,587	22,233	526,779
1968-69	228,560	100,502	102,452	30,300	49,364	6,947	25,371	543,496
WORKING EXPENSES								
				(a)	(a)	(a)	(a)	
1964-65	187,240	99,337	80,513	31,713	36,529	7,219	15,967	458,518
1965-66	179,792	101,006	84,126	32,388	39,730	7,547	17,316	461,905
1966-67	184,992	103,423	84,295	33,962	44,513	8,325	19,411	478,921
1967-68	194,939	105,084	87,435	34,610	47,745	8,751	21,308	499,872
1968-69	205,164	111,216	91,427	36,154	49,947	9,089	24,614	527,611
NET EARNINGS(b)								
1964-65	26,018	888	808	-1,949	-814	-1,638	1,452	24,765
1965-66	15,544	-1,486	52	-3,441	2,841	-1,561	775	12,724
1966-67	28,343	1,054	3,569	-3,742	3,496	-1,737	17	31,000
1967-68	30,027	-5,784	6,583	-6,564	3,883	-2,164	925	26,906
1968-69	23,396	-10,714	11,025	-5,854	-583	-2,142	757	15,885

(a) Includes provision of reserves for depreciation.

(b) Excess of gross earnings over working expenses as shown in this table.

GOVERNMENT RAILWAYS: SURPLUS OR DEFICIT, SYSTEMS, 30 JUNE 1969

(\$'000)

System	Net earnings—excess of gross earnings over working expenses	Plus grants and other earnings payable to railways			Less other expenses charged to railways					Surplus (+) or deficit (-)	
		State Government grants	Road motor earnings	Other	Total	Interest and exchange	Sinking fund	Road motor expenses (a)	Other		Total
New South Wales	23,396	(b)3,200	..	..	3,200	27,398	6,294	..	(c)888	34,580	-7,984
Victoria	-10,714	(d)27	62	..	89	6,327	288	128	..	6,743	-17,368
Queensland	11,025	..	..	..	..	(e)22,608	(f)83	..	(g)1,400	24,091	(h)-13,067
South Australia	-5,854	(i)11,000	222	..	11,222	5,890	..	246	(j)548	6,685	-1,317
Western Australia	-583	..	1,194	..	1,194	9,456	..	1,207	..	10,663	-10,052
Tasmania	-2,142	..	..	(k)56	56	1,095	..	..	..	1,095	-3,180
Commonwealth	757	..	..	..	..	..	..	..	..	..	757
Australia	15,885	14,227	1,478	56	15,761	72,775	6,665	1,581	2,836	83,857	-52,211

(a) Includes interest and exchange. (b) Grants to meet losses on country developmental lines, to subsidise payments due from superannuation account. (c) Loan management and loan flotation expenses. (d) Kerang-Koondrook tramway recoup from Treasury. (e) Interest on opened and unopened lines, interest and redemption Mount Isa project fund, and interest on the Queensland 4ft 8½in gauge system. (f) Queensland 4ft 8½in gauge system only. (g) Demolished assets written off. (h) Includes deficit (\$538,823) on the Queensland 4ft 8½in gauge system. (i) Grants towards working expenses and debt charges. (j) Interest and repayment under Railway Standardisation and Railway Equipment Agreements. (k) Miscellaneous goods revenue from rail-ferry service traffic not carried by rail.

Employment, salaries and wages

The average number of staff employed and salaries and wages paid (\$'000) during the year 1968-69 were as follows: N.S.W. 44,778 (\$150,657), Vic. 27,203 (\$87,292), Qld 23,421 (\$70,892), S.A. 8,027 (\$29,239), W.A. 10,998 (\$34,790), Tas. 2,156 (\$6,700), Cwlth 3,662 (\$13,035, Aust. 120,245 (\$392,605).

Private railways

There are many private railways operating in Australia. Most of them have been built in conjunction with mining operations and some operate on a very large scale. At 30 June 1970 only three private railways offered services to the public. These are the Emu Bay Railway Company which operates 84 miles of 3ft 6in gauge line from Burnie to Rosebery (Tasmania), the South Maitland Railway Company which operates 14 miles of 4ft 8½in gauge line between Maitland and Cessnock (New South Wales), and the Aramac Shire Council which operates 42 miles of 3ft 6in gauge line from Barcaldine to Aramac (Queensland). Three other private railways which previously offered services to the public have ceased operations in recent years. The Mount Lyell Mining and Railway Company Limited closed its 21 mile line from Strahan to Queenstown (Tasmania) in August 1963. The 277 mile line from Midland Junction to Walkaway (Western Australia) which was owned by the Midland Railway of Western Australia was incorporated in the Western Australian Government Railways system in August 1964. The 35 mile line of the Silverton Tramway Company which linked Broken Hill (New South Wales) with the South Australian Railways at Cockburn (on the South Australia/New South Wales border), closed when the direct standard gauge line between Broken Hill and Cockburn began operating as part of the Sydney to Perth line in January 1970. Each of these three lines was of 3ft 6in gauge.

Several private colliery railways in the Newcastle–Maitland and Wollongong areas (New South Wales) have also closed in recent years. The remaining colliery railways in the Newcastle–Maitland area (including the South Maitland Railways) now operate as subsidiaries of Coal and Allied Industries Limited.

By the year 1965 private railways (excluding sugar cane railways) were operating less than 300 route miles of line. However in recent years this situation has changed radically and private railways are becoming increasingly important for the transport of mineral ores. Four heavy duty 4ft 8½in gauge private railways have opened recently. In 1966 Goldsworthy Mining Limited opened a 70 mile railway from Port Hedland to Mount Goldsworthy, and Hamersley Iron Proprietary Limited opened a 182 mile railway from Dampier to Mount Tom Price. Both of these lines serve recently discovered high grade iron ore deposits in the Pilbara district of Western Australia. A third railway was opened in this area during 1969 by Mount Newman Mining Company Proprietary Limited. It links Port Hedland with Mount Newman, a distance of 265 miles. An extension of Hamersley Iron's line from Mount Tom Price to Paraburdoo (approximately 65 miles) is under construction, and other privately owned railways are planned. In 1967 Broken Hill Proprietary Company Limited began operating a 25 mile railway between Port Lincoln and the lime sands deposits at Coffin Bay (South Australia). This company also operates 60 miles of 3ft 6in gauge railway between Whyalla and the iron ore deposits at Iron Knob and Iron Baron (South Australia), and 4ft 8½in gauge colliery railways in the Wollongong area (New South Wales). There are many smaller private railways serving mines and industrial complexes which, together with the railways mentioned above, now total approximately 900 route miles.

There are also approximately 2,000 route miles of permanent privately operated sugar cane railways or 'tramways' along the north-east coast of Australia, predominantly of 2 ft 0 in gauge. Additional temporary lines are laid during the cane harvesting season. Sugar railways are used for carrying cane and raw sugar in the vicinities of Cudgen (New South Wales), Nambour, Bundaberg, Mackay, Proserpine, Ayr, Giru, Ingham, Tully, Innisfail, Babinda, Gordonvale, Cairns and Mossman (Queensland). They service a total of 30 mills, including seven near Mackay and six near Bundaberg, and connect all mills, except Mossman, with Government Railway systems.

At one time there were a number of short mineral lines operating in Tasmania, and some thousands of miles of various gauges were used for hauling timber from the forests of Victoria, Western Australia and other States, but the last of these was closed in recent years.

TRAMWAY, TROLLEY-BUS, OMNIBUS, AND FERRY SERVICES

Systems in operation

Tramway and trolley-bus. At 30 June 1969 tramway services were in operation in Melbourne, Bendigo and Ballarat, Victoria and in Adelaide, South Australia. Trolley-buses were in operation in Perth, Western Australia only and these are gradually being replaced by diesel omnibuses. In Brisbane, Queensland, tramway and trolley-bus services were replaced by omnibuses during 1968–69. In Hobart and Launceston, Tasmania, trolley-buses were replaced by omnibuses on 22 November 1968 and 26 July 1968 respectively.

In many parts of Australia private lines used for special purposes in connection with the timber, mining, sugar, or other industries are often called tramways, but they are more properly railways, and the traffic on them has nothing in common with that of the street tramways used for the conveyance of passengers, which are dealt with in this section. For further details, see page 364.

Motor omnibus. Services are operated by government or municipal authorities and private operators. Statistics are collected for government and municipal omnibus services located in all State capital cities; Canberra, Australian Capital Territory; Newcastle, New South Wales; Rockhampton, Queensland; Fremantle and the Eastern Goldfields area, Western Australia; Hobart, Launceston and Burnie, Tasmania; Darwin, Northern Territory; and for country road services operated by the Western Australian Government Railways. Omnibus services operated by the Tasmanian Transport Commission in Hobart, Tasmania ceased on 7 December 1968. Particulars of motor omnibus services under the control of private operators for the States of Victoria, Queensland, South Australia, and Western Australia are given in previous issues of this Year Book and in the annual bulletin *Transport and Communication*.

Ferry. Ferry passenger services are operated in the following States: New South Wales, at Sydney and Newcastle; Western Australia, on the Swan River at Perth; Tasmania, on the Mersey River at Devonport. Control is exercised by both governmental authorities and private operators. Particulars of the operations of these services are given in previous issues of this Year Book and in the annual bulletin *Transport and Communication*. In Victoria and Queensland the services operated are not extensive. There are no ferry passenger services in South Australia.

Government and municipal tramway, trolley-bus and omnibus services

Because of the development in recent years of the various forms of public road transport under the control of single authorities, and the gradual replacement of tramway and trolley-bus services by motor omnibus services, it is not possible to obtain separate statistics for all phases of the activities of each form of transport, particularly financial operations. The two following tables present combined statistics of public tramway, trolley-bus and motor omnibus services with separate details shown for each form of transport where possible.

TRAMWAY, TROLLEY-BUS AND OMNIBUS SERVICES: GOVERNMENT AND MUNICIPAL, STATES AND TERRITORIES, 1968-69

	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.	
Route-miles at 30 June—										
Tram(a) miles	..	156	..	7	..	..	..	..	163
Trolley-bus . . . . . "	..	..	..	..	9	..	..	..	9
Omnibus "	612	139	352	151	4,748	(b)221	55	84	6,362	
Vehicle-miles—										
Tram '000	..	16,896	2,726	416	..	..	..	..	20,038
Trolley-bus . . . . . "	..	..	381	..	486	151	..	..	1,018
Omnibus "	45,095	7,099	9,271	10,262	21,482	5,242	749	2,848	102,049	
Rolling stock at 30 June—										
Tram number	..	745	..	26	..	..	..	..	771
Trolley-bus . . . . . "	..	..	..	..	50	..	..	..	50
Omnibus "	1,777	283	663	333	726	274	25	129	4,210	
Passenger-journeys—										
Tram '000	..	122,246	25,039	1,770	..	..	..	..	149,055
Trolley-bus . . . . . "	..	..	1,962	..	2,038	(c)	..	..	..
Omnibus "	243,787	24,271	42,504	43,623	53,700	21,246	1,317	6,589	441,036	
Gross revenue(d)—										
Tram, trolley-bus and omnibus	\$'000	30,629	19,711	10,815	6,472	8,220	7 132	267	723	79,288
Working expenses(e)—										
Tram, trolley-bus and omnibus	\$'000	34,485	19,652	10,908	6,104	8,779	306	234	1,181	84,649
Net revenue—										
Tram, trolley-bus and omnibus	\$'000	-3,856	60	-93	368	-540	-875	33	-458	-5,361
Employees at 30 June—										
Tram, trolley-bus and omnibus	number	7,392	4,494	1,878	1,308	1,901	640	34	193	17,840
Accidents—										
Tram, trolley-bus and omnibus(f)—										
Persons killed number	..	6	16	4	..	1	..	..	27
Persons injured "	1,069	595	128	125	333	51	..	27	2,328	

(a) Gauge 4ft 8½in throughout. (b) Omnibus services operated by the Tasmanian Transport Commission ceased on 7 December 1968. (c) Included with omnibus services. (d) Excludes government grants. (e) Includes provision of reserves for depreciation, etc., where possible. (f) Excludes accidents to employees.

Minus sign (-) denotes deficit.

TRAMWAY, TROLLEY-BUS AND OMNIBUS SERVICES: GOVERNMENT AND MUNICIPAL AUSTRALIA, 1964-65 TO 1968-69

	1964-65	1965-66	1966-67	1967-68	1968-69
Route-miles at 30 June—					
Tram miles	222	222	222	222	163
Trolley-bus "	65	65	65	64	9
Omnibus "	6,460	6,533	6,329	6,794	6,362
Vehicle miles—					
Tram '000	24,552	23,878	23,310	22,813	20,038
Trolley-bus }	98,201 {	2,891	2,594	2,038	1,018
Omnibus }		96,430	98,531	99,357	102,049
Rolling stock at 30 June—					
Tram number	1,099	1,071	1,004	1,004	771
Trolley-bus "	152	152	149	138	50
Omnibus "	3,680	3,776	3,469	3,571	4,210
Passenger-journeys—					
Tram '000	218,086	203,179	186,346	179,280	149,055
Trolley-bus and omnibus "	466,524	450,015	435,054	429,819	441,036
Gross revenue(a)—					
Tram, trolley-bus and omnibus \$'000	65,110	66,700	72,362	72,847	79,288
Working expenses(b)—					
Tram, trolley-bus and omnibus \$'000	70,519	73,444	77,078	79,199	84,649
Net revenue—					
Tram, trolley-bus and omnibus \$'000	-5,409	-6,744	-4,716	-6,350	-5,361
Employees at 30 June—					
Tram, trolley-bus and omnibus number	18,841	19,007	18,843	18,735	17,840
Accidents—					
Tram, trolley-bus and omnibus(c)—					
Persons killed number	44	28	37	39	27
Persons injured "	2,606	2,474	2,303	2,246	2,328

(a) Excludes government grants.
(c) Excludes accidents to employees.

(b) Includes provision of reserves for depreciation, etc., where possible.
Minus sign (-) denotes deficit.

MOTOR VEHICLES

The arrangements for the registration of motor vehicles and the licensing of drivers and riders are not uniform throughout Australia, since they are the function of a separate authority, or authorities, in each State and Territory. Particulars of registration, licences, fees payable, etc., in each State and Territory at 30 June 1970 are shown in *Transport and Communication*, Bulletin No. 60, 1968-69.

Tables in this section include vehicles owned by private individuals, local government authorities, State Governments, and the Commonwealth Government (excluding those belonging to the defence services).

Motor vehicles on register

Details of motor vehicles on the register are compiled by up-dating motor vehicle census data from information made available by the various motor vehicle registration authorities in the States and Territories. Censuses of motor vehicles are taken periodically, and at these census dates considerably greater information concerning the particulars shown in the tables following is available. Particulars of the 1962 Census are shown in Year Book No. 53, 1967, *Transport and Communication*, Bulletin No. 54, 1962-63, and in special census publications.

MOTOR VEHICLES ON THE REGISTER, BY TYPE OF VEHICLES(a)

State or Territory and year	Other motor vehicles										
	Motor cars	Station wagons	Total	Utilities	Panel vans	Trucks	Other truck-types	Omni-buses	Total	Motor cycles	Total
31 December 1969—											
New South Wales	1,082,020	225,295	1,307,315	128,438	66,800	111,093	4,055	7,054	317,440	45,246	1,670,001
Victoria	852,365	184,825	1,037,190	91,719	37,724	91,196	3,796	4,625	229,060	19,881	1,286,131
Queensland	n.a.	n.a.	490,821	(b)100,894	(b)	(c)60,616	(c)	3,364	164,874	18,531	674,226
South Australia	304,247	55,231	359,478	37,692	11,970	34,689	1,776	2,363	88,490	13,468	461,436
Western Australia	n.a.	n.a.	304,819	n.a.	n.a.	n.a.	n.a.	n.a.	100,727	11,019	416,565
Tasmania	99,776	17,009	116,785	14,095	7,795	10,711	340	1,269	34,210	2,948	153,943
Northern Territory	10,044	4,761	14,805	5,112	1,055	2,093	80	144	8,484	1,073	24,362
Australian Capital Territory	37,448	8,307	45,755	2,905	1,839	1,515	142	247	6,648	1,539	53,942
Australia	n.a.	n.a.	3,676,968	n.a.	n.a.	n.a.	n.a.	n.a.	949,933	113,705	4,740,606
31 December—											
1968	n.a.	n.a.	3,444,806	n.a.	n.a.	n.a.	n.a.	19,727	921,705	96,740	4,463,251
1967	n.a.	n.a.	3,241,485	n.a.	n.a.	n.a.	n.a.	18,730	901,218	80,193	4,222,896
1966	n.a.	n.a.	3,060,578	n.a.	n.a.	n.a.	n.a.	17,934	888,418	68,913	4,017,909
1965	n.a.	n.a.	2,895,891	n.a.	n.a.	n.a.	n.a.	17,018	873,656	67,339	3,836,886
1964	n.a.	n.a.	2,708,741	n.a.	n.a.	n.a.	n.a.	n.a.	863,318	69,429	3,641,488
1962(d)	2,068,698	231,436	2,300,134	414,156	119,897	270,881	8,091	14,319	827,344	81,859	3,209,337

(a) All figures after December 1962 are subject to revision. (b) Panel vans included with utilities. (c) Other truck-types included with trucks. (d) Census figures.

MOTOR VEHICLES(a) ON REGISTER PER 1,000 OF POPULATION STATES AND TERRITORIES, 1962 TO 1969

31 December—	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
1962(b)	280	301	286	339	326	293	229	316	296
1965(c)	319	334	333	364	361	339	267	367	333
1966(c)	329	341	344	371	379	355	279	381	343
1967(c)	341	351	353	378	394	365	304	395	354
1968(c)	354	364	364	386	409	391	335	411	367
1969(c)	369	376	378	399	431	394	350	422	381

(a) Excludes tractors, trailers, plant and equipment, etc. (b) Based on motor vehicle census figures. (c) Subject to revision.

Registrations of new motor vehicles

Particulars of registrations of new motor vehicles are shown by type and make of vehicle in the annual bulletin *Transport and Communication*, and by type, make, and horsepower of vehicle in monthly and annual bulletins of Motor Vehicle Registrations.

In these statistics 'registrations' means registrations processed by the motor vehicle registration authorities in the States and Territories during the period.

REGISTRATIONS OF NEW MOTOR VEHICLES, BY TYPE OF VEHICLE

State or Territory and year	Motor cars	Station wagons	Ambulances and hearses	Utilities	Panel vans	Trucks	Other truck-types	Omni-buses	Motor cycles	Total
1969—										
New South Wales	130,633	20,804	114	12,510	7,539	9,134	506	558	11,999	193,797
Victoria	92,039	15,390	56	7,131	3,773	7,550	556	462	4,071	131,028
Queensland	39,350	8,091	90	5,975	1,680	(a)6,032	(a) 7	366	3,833	65,424
South Australia	33,620	4,847	53	3,263	1,044	2,379	149	244	2,225	47,824
Western Australia	31,055	6,637	31	5,180	2,268	3,268	126	258	1,661	50,484
Tasmania	9,798	1,335	8	1,114	522	748	29	82	763	14,399
Northern Territory	1,213	568	1	953	138	346	10	25	375	3,629
Australian Capital Territory	4,732	767	2	384	315	231	24	46	459	6,960
Australia	342,440	58,439	355	36,510	17,279	29,688	1,407	2,041	25,386	513,545
1968	310,051	58,785	393	34,734	16,318	26,705	970	1,745	22,887	472,588
1967	275,594	59,947	329	34,726	15,546	24,590	871	1,470	17,306	430,379
1966	245,175	61,513	349	33,154	13,351	22,970	837	1,399	9,738	388,486
1965	258,082	73,673	346	32,948	14,177	25,373	886	1,544	8,056	415,085
1964	250,050	82,973	336	32,983	14,598	25,360	805	1,384	6,488	414,977

(a) Most other truck-types included with trucks.

Drivers' and riders' licences

At 30 June 1969 the numbers of licences in force to drive or ride motor vehicles were: New South Wales, 1,907,877; Victoria, 1,435,797; South Australia, 506,036; Western Australia, 404,705; Tasmania, 161,373; Northern Territory, 33,176; Australian Capital Territory, 71,853. Particulars are not available for Queensland.

ROAD TRAFFIC ACCIDENTS

Accidents involving casualties, persons killed, persons injured

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a): NUMBER OF ACCIDENTS, PERSONS KILLED OR INJURED STATES AND TERRITORIES, 1968

State or Territory	Number of accidents	Persons killed	Persons injured	Per 100,000 of mean population			Per 10,000 motor vehicles registered(b)		
				Number of accidents	Persons killed	Persons injured	Number of accidents	Persons killed	Persons injured
New South Wales	22,774	1,211	30,919	519	28	705	153	8	207
Victoria	15,377	949	22,095	462	29	664	131	8	188
Queensland	7,118	477	10,151	411	28	585	117	8	167
South Australia	6,421	275	8,902	570	24	790	154	7	213
Western Australia	4,708	320	6,553	517	35	720	132	9	184
Tasmania	1,240	118	1,928	324	31	504	88	8	137
Northern Territory	357	18	512	571	29	819	185	9	266
Australian Capital Territory	764	14	1,150	677	12	1,020	172	3	258
Australia	58,759	3,382	82,210	488	28	683	138	8	193

(a) Accidents reported to the police which occurred in public thoroughfares and which resulted in death within thirty days or in bodily injury to an extent requiring surgical or medical treatment. (b) Average number of motor vehicles on register.

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a): NUMBER OF ACCIDENTS, PERSONS KILLED OR INJURED STATES AND TERRITORIES, 1964 TO 1968

Year	N.S.W.	Vic.	Qld	S.A. (b)	W.A.	Tas.	N.T.	A.C.T.	Total		
									Number	Per 100,000 of mean population	Per 10,000 motor vehicles registered(c)
Accidents involving casualties—											
1964	19,399	13,991	7,220	6,998	4,062	1,184	224	476	53,554	480	152
1965	21,052	14,336	7,134	7,267	4,170	1,206	232	535	55,932	491	150
1966	20,919	14,084	6,878	7,031	4,346	1,377	310	593	55,538	479	141
1967	21,610	14,331	7,015	7,242	4,659	1,342	359	695	57,253	484	139
1968	22,774	15,377	7,118	6,421	4,708	1,240	357	764	58,759	488	135
Persons killed—											
1964	1,010	904	461	238	222	89	25	17	2,966	27	8
1965	1,151	929	467	243	252	93	14	15	3,164	28	8
1966	1,143	955	466	270	253	104	34	17	3,242	28	8
1967	1,117	887	502	253	256	101	27	23	3,166	27	8
1968	1,211	949	477	275	320	118	18	14	3,382	28	8
Persons injured—											
1964	26,631	19,836	10,383	9,222	5,450	1,709	297	730	74,258	665	210
1965	29,157	20,446	10,078	9,491	5,638	1,815	329	769	77,723	682	208
1966	28,981	20,160	9,936	9,369	5,997	2,092	446	856	77,837	671	198
1967	29,501	20,636	9,850	9,955	6,426	2,095	541	1,017	80,021	677	194
1968	30,919	22,095	10,151	8,902	6,553	1,928	512	1,150	82,210	683	193

(a) See footnote (a) to previous table. (b) Prior to 1 October 1967 includes accidents in which the injured persons did not require surgical or medical treatment and the number of persons injured in accidents who did not require surgical or medical treatment. (c) See footnote (b) to previous table.

Types of road user killed or injured

Responsibility for cause of accident is not indicated by this classification.

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a): PERSONS KILLED OR INJURED
TYPES OF ROAD USER INVOLVED, STATES AND TERRITORIES, 1968

Type of road user	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	A.C.T.	Total
PERSONS KILLED									
Drivers of motor vehicles	455	360	197	104	143	49	8	8	1,324
Motor cyclists	62	24	16	8	7	7	..	..	124
Pedal cyclists	37	35	9	19	8	1	..	..	109
Passengers (all types)(b)	364	295	173	84	106	31	5	3	1,061
Pedestrians	292	227	82	59	56	30	5	3	754
Other classes(c)	1	8	..	1	..	..	..	..	10
Total	1,211	949	477	275	320	118	18	14	3,382
PERSONS INJURED									
Drivers of motor vehicles	11,908	8,966	4,006	3,560	2,680	832	210	508	32,670
Motor cyclists	1,899	569	573	630	328	79	53	67	4,198
Pedal cyclists	913	958	517	517	275	39	8	42	3,269
Passengers (all types)(b)	11,992	8,893	4,137	3,376	2,485	866	197	457	32,403
Pedestrians	4,175	2,664	903	810	781	112	44	76	9,565
Other classes(c)	32	45	15	9	4	..	..	..	105
Total	30,919	22,095	10,151	8,902	6,553	1,928	512	1,150	82,210

(a) Accidents reported to the police which occurred in public thoroughfares and which resulted in death within thirty days or in bodily injury to an extent requiring surgical or medical treatment. (b) Includes pillion riders. (c) Includes tram drivers, riders of horses and drivers of animal-drawn vehicles.

Age groups of persons killed or injured

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a): PERSONS KILLED OR INJURED
BY AGE GROUP: STATES AND TERRITORIES, 1968

Age group (years)	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
PERSONS KILLED									
Under 5	36	22	13	11	11	3	1	2	99
5 and under 7	19	19	5	4	6	1	1	1	56
7 " " 17	89	56	32	25	29	9	1	1	242
17 " " 21	200	160	115	43	54	26	3	2	603
21 " " 30	251	213	87	56	75	30	7	4	723
30 " " 40	104	106	53	26	35	10	1	1	336
40 " " 50	145	102	53	22	29	12	..	..	363
50 " " 60	140	99	33	39	27	10	2	3	353
60 and over	227	171	85	43	51	16	1	..	594
Not stated	..	1	1	6	3	1	1	..	13
Total	1,211	949	477	275	320	118	18	14	3,382
PERSONS INJURED									
Under 5	1,018	738	330	248	233	52	14	39	2,672
5 and under 7	592	444	178	131	142	39	16	25	1,567
7 " " 17	3,489	2,503	1,389	1,154	759	231	31	115	9,671
17 " " 21	6,690	4,595	2,326	1,814	1,364	470	93	313	17,665
21 " " 30	7,018	5,259	2,174	1,555	1,276	408	177	281	18,148
30 " " 40	3,474	2,601	1,063	861	676	174	88	151	9,088
40 " " 50	3,297	2,321	971	755	561	130	51	106	8,192
50 " " 60	2,459	1,684	802	594	452	120	23	69	6,203
60 and over	2,368	1,616	763	505	409	118	7	45	5,831
Not stated	514	334	155	1,285	681	186	12	6	3,173
Total	30,919	22,095	10,151	8,902	6,553	1,928	512	1,150	82,210

(a) See footnote (a) to table above.

Types of accidents

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a)
NUMBER OF ACCIDENTS AND PERSONS KILLED OR INJURED, BY TYPE OF ACCIDENT
STATES AND TERRITORIES, 1968

<i>Type of accident</i>	<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>N.T.</i>	<i>A.C.T.</i>	<i>Aust.</i>
NUMBER OF ACCIDENTS									
Collisions between vehicles	11,945	8,619	3,259	3,616	2,498	692	129	474	31,232
Vehicle overturning or leaving road	3,117	2,647	2,552	691	1,182	314	142	175	10,820
Vehicle colliding with pedestrian	4,179	2,683	938	818	813	138	47	76	9,692
Vehicle colliding with fixed object(b)	3,191	1,232	207	1,182	146	87	25	24	6,094
Passenger accidents	193	94	54	48	28	4	4	10	435
Vehicle colliding with animal	141	81	83	27	22	5	7	4	370
Other	8	21	25	39	19	..	3	1	116
Total	22,774	15,377	7,118	6,421	4,708	1,240	357	764	58,759

PERSONS KILLED									
Collisions between vehicles	509	417	202	125	123	43	2	5	1,426
Vehicle overturning or leaving road	195	231	184	38	129	42	11	7	837
Vehicle colliding with pedestrian	287	221	82	59	56	29	5	2	741
Vehicle colliding with fixed object(b)	203	68	4	52	1	3	..	..	331
Passenger accidents	15	7	1	1	4	1	..	..	29
Vehicle colliding with animal	2	2	2	..	2	..	..	..	8
Other . . . . .	..	3	2	..	5	..	..	..	10
Total	1,211	949	477	275	320	118	18	14	3,382

PERSONS INJURED									
Collisions between vehicles	17,720	13,775	5,092	5,346	3,833	1,175	207	767	47,915
Vehicle overturning or leaving road	4,287	3,835	3,679	1,030	1,648	491	209	254	15,433
Vehicle colliding with pedestrian	4,134	2,592	913	809	802	119	45	85	9,499
Vehicle colliding with fixed object(b)	4,410	1,683	280	1,584	201	133	32	29	8,352
Passenger accidents	200	91	56	54	28	3	4	10	446
Vehicle colliding with animal	160	98	108	32	25	7	12	4	446
Other	8	21	23	47	16	..	3	1	119
Total	30,919	22,095	10,151	8,902	6,553	1,928	512	1,150	82,210

(a) Accidents reported to the police which occurred in public thoroughfares and which resulted in death within thirty days or in bodily injury to an extent requiring surgical or medical treatment. (b) Includes parked vehicles.

ROADS

Summary of roads used for general traffic

Proclaimed or declared roads. The table following is a summary of the roads proclaimed or declared under the Acts of the several States relative to the operations of the central road authorities, and shows the lengths of various classes proclaimed or declared as at 30 June 1969. The central road authority in each State assumes responsibility under the Act for the whole, or a proportion, of the cost of construction and or maintenance of these roads, the extent varying from State to State and with the class and locality of the roads. Before proclamation of a main road, consideration is given, in general, to the following points: availability of funds; whether the road is, or will be, within one of several classes of main trunk routes; the value of the roads as connecting links between centres of population or business; whether the district is, or will be, sufficiently served by railways. Provision is also made in some States for the declaration of roads other than main roads. The absence of a particular class in any State does not necessarily imply that there are no roads within that State that might be so classified; the classes are restricted only to roads proclaimed or declared under the Acts. A further point to make is that, through various causes, e.g. insufficiency of funds, man-power or materials, etc., construction or maintenance may not keep pace with gazettals of mileages, and, therefore, the condition of a road may not match its status.

PROCLAIMED OR DECLARED ROADS: LENGTHS, STATES, 30 JUNE 1969
(Miles)

Class of road	N.S.W.	Vic.	Qld	S.A.	W.A.(a)	Tas.	Total
State highways . . .	6,559	4,460	6,240	8,156	3,435	1,207	60,726
Trunk roads . . .	4,210	9,087	5,159				
Ordinary main roads . . .	11,550						
<i>Total main roads . . .</i>	<i>22,319</i>	<i>13,547</i>	<i>11,399</i>	<i>8,156</i>	<i>3,435</i>	<i>1,870</i>	<i>60,726</i>
Secondary roads . . .	(b)164	..	(c)8,898	..	7,958	197	17,217
Developmental roads . . .	2,719	..	4,355	..	(d)43,930	..	51,004
Tourist roads . . .	219	483	..	..	..	47	749
Other roads . . .	..	(e)505	..	..	(f)74	91	670
<i>Total other roads . . .</i>	<i>3,102</i>	<i>988</i>	<i>13,253</i>	<i>..</i>	<i>51,962</i>	<i>335</i>	<i>69,640</i>
Grand total . . .	25,421	14,535	24,652	8,156	55,397	2,205	130,366

(a) 30 June 1967. (b) Metropolitan only. (c) Includes mining access roads, farmers' roads and tourist tracks.
(d) Maintenance of these roads is the responsibility of the several local authorities. (e) Forest roads and by-pass roads.
(f) Gazetted as controlled access roadway but not constructed.

Total roads. The following table represents an attempt to classify all the roads open for general traffic in Australia, at the latest dates available, according to States and Territories and to certain broad surface groups. The figures in the table for the States are obtained from the Deputy Commonwealth Statistician in each State, and are derived mainly from local government sources.

ALL ROADS OPEN FOR GENERAL TRAFFIC:
LENGTHS, STATES AND TERRITORIES, 30 JUNE 1969
(Miles)

Surface of roads	N.S.W.	Vic.	Qld	S.A.	W.A. (a)	Tas.	N.T.	A.C.T.	Total
Bitumen or concrete	33,494	30,326	19,184	9,162	13,806	3,597	2,070	571	112,210
Gravel, crushed stone or other improved surface . . .	41,659	29,158	18,746	18,592	23,193	8,576	1,150	242	141,316
Formed only . . .	28,169	20,792	51,130	7,290	45,746	1,368	1,794	36	306,420
Cleared only . . .	26,423	20,432	29,872	39,971	26,362		7,035	..	
Total . . .	129,745	100,708	118,932	75,015	109,107	13,541	12,049	849	559,946

(a) 30 June 1967.

Further information on roads, including financial particulars, is included in Chapter 19, Local Government.

Australian Road Research Board

The Australian Road Research Board was established by the road authorities of the Commonwealth and State Governments in 1960 as a national centre for road research. The Board was incorporated in January 1965 as a public company by guarantee, memorandums and articles of association being drafted in general conformity with the constitution which had been accepted in 1960. The company members are the Commonwealth of Australia, the commissioners of the central road authorities in New South Wales, Queensland, South Australia, and Western Australia, the Department of Public Works, Tasmania, and the Country Roads Board, Victoria. The Director-General of the Commonwealth Department of Public Works and the departmental heads of the other road authorities constitute the Board, which controls all policy and activities. Finance for all activities has been provided by the company members on an agreed basis.

The objectives of A.R.R.B. include planning an adequate programme of research and development, arranging for individual projects to be carried out directly and by co-operating organisations, and providing conferences and publications to bring these and other advances to everyone interested in roads. Publications include *Proceedings* of biennial national research conferences commencing in 1962, the journal *Australian Road Research* issued four times a year, and separate reports and bulletins resulting from special research projects. The following list of possible subjects indicates the range of studies provided for in the original constitution: road planning, location, design, safety, materials, construction, maintenance, structures, equipment, traffic and transport, economics, administration, financing, management, accounting, and any other matters affecting the provision, upkeep, use, protection, and development of roads. In planning a creative programme the Board continues to look for those subjects which seem to offer the highest profit to road engineers and the community.

The work on research projects is carried out either directly by the Board's own staff, in many cases acting in co-operation with the road authorities of the various governments, or through co-operative projects established with departments of universities in Adelaide, Brisbane, Melbourne, Perth, and Sydney. The Board has endeavoured to provide or sustain the additional staff required for these external projects, but university staff members furnish advice and co-operation in all parts of these studies.

As with most research organisations, the Board has made very full use of systematic consultation through various advisory groups. Members of these groups have been recruited from persons with the ability to contribute, who were prepared to serve as individuals and not as representatives of particular organisations. In an attempt to secure completely unfettered counsel, most of the members of the advisory groups were drawn from outside the Board and its staff. The various committees include a general Advisory Council and several particular types of specialist committees. In addition, the technical committees of the National Association of Australian State Road Authorities have, from the initiation of A.R.R.B., been a continuing and valuable source of advice and consultation. In this way, therefore, exceedingly valuable advice has been obtained from individuals drawn from the State road authorities, local authorities, C.S.I.R.O., Australian universities, several Commonwealth departments, and from private companies and consultants.

Commonwealth Bureau of Roads

The Commonwealth Bureau of Roads is a Statutory Authority established under the provisions of the *Commonwealth Bureau of Roads Act 1964*. The Bureau consists of a full-time Chairman and two part-time Members appointed by the Governor-General and is served by a small secretariat. Broadly, the responsibilities of the Bureau are to advise the Commonwealth Government, through the Minister for Shipping and Transport, on matters relating to roads and road transport and government financial assistance in this area.

CIVIL AVIATION

Department of Civil Aviation

Control of civil aviation in Australia is exercised by the Department of Civil Aviation, which was established in 1939 to take over from the Civil Aviation Board the regulation of civil aviation in Australia. The Department's jurisdiction covers not only Australia but also Papua, New Guinea and areas of the Indian and Pacific Oceans. Year Books Nos 16, 19 and 38 trace the establishment of civil aviation control in Australia and the appropriate Acts of Parliament and Regulations under which this control is exercised. The present functions of the Department are shown in Year Book No. 51, pages 578-9, and further details about its operations are given in the annual reports to the Commonwealth Parliament by the Minister for Civil Aviation.

Regular air services within Australia

Interstate services. Scheduled interstate services with passenger and all-freight aircraft are provided by two airlines only, the private enterprise airline Ansett Airlines of Australia (a subsidiary of Ansett Transport Industries) and the Commonwealth-owned Trans-Australia Airlines. All principal routes are competitive, with both airlines providing equal capacities in accord with legislation passed by the Commonwealth Parliament. The two principal Acts which establish the legislative basis of this controlled competition are the *Airlines Agreement Act 1952-1961* and the *Airlines Equipment Act 1958*. The Airlines Equipment Act established the machinery for the achievement and maintenance of comparable, but not necessarily identical, aircraft fleets between T.A.A. and Ansett Airlines of Australia, and is designed to prevent the provision of excess aircraft capacity. The Airlines Agreement Act established the basis of control of the two-airline competitive system and extended this machinery to 1977.

In addition to purely interstate services, both Ansett Airlines of Australia and Trans-Australia Airlines operate routes to New Guinea and non-competitive intrastate routes in Australia. The Ansett Airlines of Australia non-competitive routes radiate mainly from Melbourne, while those of Trans-Australia Airlines are located mainly within Queensland and Tasmania. In addition, Trans-Australia Airlines operate services within Papua-New Guinea in competition with another Ansett subsidiary, Ansett Airlines of Papua, and the independent Papuan Airlines.

At 30 June 1969 the Ansett Airlines of Australia fleet included four Boeing 727's, five DC-9's, three Electras, five Viscounts, eight Friendships, three Carvairs, a number of DC-4's and DC-3's and two helicopters. At the same date Trans-Australia Airlines operated a fleet of four Boeing 727's, five DC-9's, three Electras, four Viscounts, twelve Friendships and smaller aircraft.

Intrastate services. In addition to the intrastate services operated by Ansett Airlines of Australia and Trans-Australia Airlines there are a number of smaller regional airlines operating from Sydney (Airlines of New South Wales and East-West Airlines), Adelaide (Airlines of South Australia), Perth (MacRobertson Miller Airlines), and Alice Springs (Connellan Airways). With the exception of Connellan Airways, which provides regular service to outback homesteads and communities, all of these are concerned primarily with traffic moving to and from the respective capital city. With the exception of the independently owned East-West Airlines and Connellan Airways, all regional airlines are subsidiaries of Ansett Transport Industries. The larger aircraft used by these regional airlines are Fellowships, Friendships and Convairs, supported by DC-3's. Connellan Airways uses smaller aircraft types.

Commuter services. These are not airline services but regular flights by charter firms with small single and twin-engined aircraft operating to fixed and published timetables. They provide regular air links between many centres, towns and country areas which are either not served by the major airlines or have no direct air service with their capital or nearest major provincial city. The first commuter service approved was for Opal Air Pty Ltd, of Coober Pedy (S.A.), to operate between Adelaide and the South Australian opal fields. At 30 June 1969 sixteen charter operators were operating commuter services in Australia. Details of the operations of these commuter services are excluded from the statistics shown in this section.

Internal operations. Particulars of the revenue operations of all regular internal air services during each of the years 1964-65 to 1968-69 are set out in the next table.

**CIVIL AVIATION: OPERATIONS OF REGULAR INTERNAL SERVICES
AUSTRALIA(a), 1964-65 TO 1968-69**

		1964-65(b)	1965-66	1966-67	1967-68	1968-69
Hours flown	number	256,231	261,535	255,510	240,801	244,606
Miles flown	'000	52,323	55,020	56,759	56,724	60,348
Passengers—						
Embarkations	number	3,763,936	4,157,873	4,424,652	4,668,153	5,184,828
Passenger-miles	'000	1,639,087	1,831,360	1,972,469	2,125,314	2,401,783
Freight—						
Tons uplifted	short tons	69,959	76,079	82,056	85,063	89,947
Ton-miles(c)	'000	33,891	37,577	40,148	42,320	45,521
Mail—						
Tons uplifted	short tons	7,736	8,633	9,587	9,417	9,876
Ton-miles(c)	'000	4,074	4,587	5,144	5,174	5,498

(a) Includes flights of all Australian-owned airlines with the exception of those of Qantas Airways Limited between airports located within the Commonwealth. (b) Excludes, for flights between Australia and Papua-New Guinea, operations between airports located within the Commonwealth. (c) In terms of short tons.

Internal passenger embarkations and disembarkations

Traffic statistics have been compiled by aggregating for all individual airline flights the traffic loaded and unloaded at each airport. Flights between Australia and Papua-New Guinea and Australia and Norfolk Island are included. At ports where different flights connect, figures are overstated to the extent of the through traffic transferring between flights.

**INTERNAL AIRWAYS PASSENGER EMBARKATIONS AND
DISEMBARKATIONS AT PRINCIPAL AUSTRALIAN AIRPORTS
1964-65 TO 1968-69**

<i>Airport</i>	<i>1964-65</i>	<i>1965-66</i>	<i>1966-67</i>	<i>1967-68</i>	<i>1968-69</i>
Sydney	2,086,571	2,244,218	2,435,284	2,641,147	2,933,795
Melbourne	1,587,833	1,748,478	1,880,860	2,043,542	2,278,032
Brisbane	754,296	814,097	854,370	937,660	1,009,060
Adelaide	618,101	738,402	770,408	863,652	930,207
Canberra	318,882	331,203	341,058	410,701	461,888
Perth	209,972	257,406	278,662	315,744	357,236
Hobart	158,287	167,077	178,314	182,459	196,335
Launceston	152,175	155,057	159,402	156,443	171,612
Townsville	137,079	152,384	145,161	188,761	168,247
Coolangatta	76,720	88,456	97,343	85,543	102,764
Cairns	83,503	83,996	86,598	92,048	101,031
Mackay	61,071	72,411	72,407	78,179	87,313
Darwin	38,804	49,131	57,557	65,535	78,165
Rockhampton	55,809	63,250	65,777	68,150	74,760
Devonport	45,401	48,089	55,213	61,250	68,125
Wynyard	34,966	40,617	51,932	54,888	57,132
Dubbo	34,904	41,903	44,852	49,856	51,775
Wagga	43,404	46,179	53,273	46,314	49,519
Tamworth	40,253	37,589	38,141	41,960	46,558
Kingscote	40,591	42,197	44,764	44,316	45,993
Port Lincoln	38,858	41,024	42,643	40,423	40,514
Cooma	50,757	44,098	44,060	44,486	40,396

International activity

International organisations. A full report of the formation of the International Civil Aviation Organization, the Commonwealth Air Transport Council, and the South Pacific Air Transport Council appeared in Year Book No. 37, and particulars of subsequent activity in the international field were included in No. 38. The International Civil Aviation Organization had a membership of 116 nations in June 1969. Australia has continued its position as a member of the Council, which it has held since I.C.A.O. was established in 1947. Further details will be found in Year Book No. 40 and earlier issues.

International agreements. Australia had air service agreements with twenty-two countries at 31 December 1969. They were Austria, Britain, Canada, Ceylon, France, Federal Republic of Germany, India, Indonesia, Iran, Ireland, Italy, Japan, Lebanon, Malaysia, Nauru, Netherlands, New Zealand, Singapore, South Africa, Thailand, United Arab Republic, and the United States of America. Under these agreements Australia is granted rights to operate services between Australia to and through the countries in question; these rights are exercised by Australia's international airline Qantas. In return, the designated airline of the other countries which are partners to these agreements is granted traffic rights in Australia. Australia also had air service arrangements with fifteen other countries at 31 December 1969. These were Burma, Cambodia, the Republic of China, Greece, Iraq, Laos, Mexico, the Philippines, Portugal, Saudi Arabia, Syria, Turkey, the Republic of Vietnam, and Yugoslavia. Qantas also operates services through several of these countries under these arrangements and in other cases overflies the country concerned.

International air services. In October 1969 fourteen overseas international airlines were operating regular scheduled services to Australia. These are: Air-India (India), Air New Zealand (New Zealand), Alitalia (Italy), British Overseas Airways Corporation (United Kingdom), Canadian Pacific Air Lines (Canada), Deutsche Lufthansa (Federal Republic of Germany), Garuda (Indonesia), Japan Air Lines (Japan), K.L.M. Royal Dutch Airlines (Netherlands), Malaysia-Singapore Airlines (Malaysia and Singapore), Pan-American World Airways (United States of America), Philippine Air Lines (Philippines), South African Airways (South Africa), and Union de Transports Aeriens (France). Trans-Australia Airlines operates between Darwin and Portuguese Timor under charter to Transportes Aereos de Timor. Qantas, Australia's international airline, operates a fleet of twenty-eight aircraft of which twenty-one are Boeing 707-338C jet aircraft. Qantas has also ordered four Boeing 747B superjet aircraft for delivery between August and September 1971. All the shares in Qantas Airways Limited are owned by the Commonwealth Government.

International operations. The table following shows particulars of international airline traffic during 1968-69 moving into and out of an area which embraces the Commonwealth of Australia, Papua-New Guinea, and Norfolk Island. These figures do not include traffic between Australia and Papua-New Guinea and Norfolk Island.

**CIVIL AVIATION: INTERNATIONAL AIRLINE TRAFFIC
TO AND FROM AUSTRALIA(a), 1968-69**

<i>Type of traffic</i>	<i>Aircraft movements</i>	<i>Passengers</i>	<i>Freight</i>	<i>Mail</i>
Traffic to Australia—			short tons	short tons
Qantas Airways Limited	2,680	204,801	8,198	918
Other airlines	3,549	247,913	8,094	1,915
<i>All airlines</i>	<i>6,229</i>	<i>452,714</i>	<i>16,292</i>	<i>2,833</i>
Traffic from Australia—				
Qantas Airways Limited	2,765	189,563	4,802	953
Other airlines	3,541	211,730	4,426	861
<i>All airlines</i>	<i>6,306</i>	<i>401,293</i>	<i>9,228</i>	<i>1,814</i>

(a) Australian mainland and adjacent Territories (Papua-New Guinea and Norfolk Island).

Particulars of revenue operations of Australian regular overseas services are shown in the following table. These operations include all stages of Qantas flights linking Australia with external territories and overseas countries, and stages external to the Commonwealth for flights of other Australian-owned airlines; they exclude flights over stages located within Papua-New Guinea (*see* footnote (a) to table following for 1964-65).

**CIVIL AVIATION: OPERATIONS OF AUSTRALIAN REGULAR OVERSEAS SERVICES
1964-65 TO 1968-69**

	<i>1964-65(a)</i>	<i>1965-66</i>	<i>1966-67</i>	<i>1967-68</i>	<i>1968-69</i>
Hours flown number	68,028	68,405	66,840	70,611	74,757
Miles flown '000	28,126	29,635	29,201	31,914	33,591
Passengers—					
Embarkations number	443,665	448,623	466,849	562,855	642,524
Passenger-miles '000	1,527,039	1,569,513	1,608,868	1,970,008	2,247,241
Freight—					
Tons uplifted short tons	10,293	11,451	12,259	13,733	18,537
Ton-miles(b) '000	51,826	61,836	62,939	67,733	92,488
Mail—					
Tons uplifted short tons	3,124	3,252	2,697	3,170	2,862
Ton-miles(b) '000	19,891	20,914	16,500	19,209	15,680

(a) Includes, for flights between Australia and Papua-New Guinea, operations over stages located within the Commonwealth and within Papua-New Guinea. (b) In terms of short tons.

General aviation

General aviation activity, which covers all non-airline operations such as charter, aerial work and private flying, has grown rapidly throughout Australia in the post-war period so that now it is an important sector of the Australian aviation industry. In 1968, hours flown totalled 1.033m. compared with 341,594 hours flown by Australian airline aircraft. At 30 June 1969, aircraft employed in general aviation numbered 3,357.

Aerodromes

The number of aerodromes throughout Australia and its External Territories at 30 June 1969 was 681. One hundred and eighteen were owned by the Commonwealth Government and 563 by local authorities and private interests. Capital expenditure on aerodrome and building construction was \$29.0 million in 1968-69. Maintenance expenditure on Commonwealth-owned aerodromes during 1968-69 was \$3.75 million, and development grants to licensed aerodromes participating in the Local Ownership Plan totalled \$750,000. The two major projects at Melbourne and Sydney are proceeding satisfactorily. The work at Sydney, which involves a major runway extension and a new international terminal (opened in May 1970), is estimated to cost \$50 million. The new Melbourne airport is to cost \$50 million including site acquisition. The projects as a whole are expected to be completed in 1970, but progressive use is being made of the facilities as they become available.

Airways facilities

A total of 365 navigational aids were in service in September 1969. The total includes 205 non-directional beacons (NDB), 96 distance measuring equipment (DME) (including 4 international standard units), 23 visual-aural ranges (VAR), 25 VHF Omni-directional ranges (VOR), 14 instrument landing systems (ILS) and 2 twin locator approach systems.

One hundred and seventeen aerodromes are now equipped with night landing facilities and forty-two visual approach slope indicators (VASIS) are now operating comprising thirty-six Australian designed 'T' systems and six ICAO Red-White systems.

Five long range surveillance radars are in operation.

Aircraft on the Australian register

CIVIL AVIATION: AIRCRAFT ON AUSTRALIAN REGISTER, 30 JUNE 1969

Type of aircraft	Number of engines				Total aircraft
	One	Two	Three	Four	
Fixed-wing powered aircraft—					
Turbo-jet . . . . .	..	14	8	22	44
Turbo-prop	6	68	..	26	100
Piston-engined 20,000 lb and over maximum take-off weight . . . . .	..	52	..	15	67
Piston-engined under 20,000 lb maximum take-off weight	2,879	370	6	3	3,258
Helicopters	89	1	..	..	90
<i>Total powered aircraft</i>	<i>2,974</i>	<i>505</i>	<i>14</i>	<i>66</i>	<i>3,559</i>
Gliders . . . . .	..	..	..	..	240

Particulars of powered aircraft according to manufacturer and air navigation class in which registered, and further details of gliders, may be found in the bulletin *Transport and Communication*, No. 60, 1968-69.

Civil aviation registrations, licences, etc., in force in Australia

At 30 June 1969 there were 3,559 aircraft registered in Australia (including 240 gliders) and 1,951 registered aircraft owners. There were also, at 30 June 1969, 25,783 pilots' licences in force of which 10,218 were private pilots' licences, 3,357 commercial pilots' licences, and 10,512 student pilots' licences. Flight radio-telephone operators' licences numbered 16,331. The number of aerodromes in Australia at 30 June 1969 totalled 491 of which 108 were government and 383 licensed, i.e. under the control of a municipality, shire, station owner, etc. There were also 13 flying boat bases in operation.

Accidents and casualties

CIVIL AVIATION: ACCIDENTS INVOLVING CASUALTIES(a)
AUSTRALIA(b), 1964-65 TO 1968-69

	1964-65	1965-66	1966-67	1967-68	1968-69
Number	17	37	38	36	17
Persons killed	15	29	66	47	47
Persons seriously injured	7	28	24	29	20

(a) Accidents involving civil aircraft which resulted in death or serious injury. Excludes parachutists killed on contact with earth after an uninterrupted fall. (b) Excludes accidents outside Australia involving aircraft on the Australian register.

POSTS; INTERNAL AND OVERSEAS TELECOMMUNICATION SERVICES
RADIOCOMMUNICATION STATIONS

In this division particulars for the Australian Capital Territory are included with those for New South Wales, and the South Australian figures include particulars for the Northern Territory, unless otherwise indicated. The Central Office of the Postmaster-General's Department is located in Melbourne, Victoria.

Postmaster-General's Department—General

Under the provisions of the *Post and Telegraph Act* 1901-1968 the Postmaster-General's Department is responsible for the control and operation of postal, telegraphic and telephonic services throughout Australia. The Postmaster-General's Department is also responsible for the provision and operation of the transmitters and technical facilities, other than studio equipment, required for broadcasting and television services by the Australian Broadcasting Commission (*see* pages 387-89), and, in conjunction with the Overseas Telecommunications Commission (*see* pages 385-87), with whom there is close co-operation, provides facilities for communication with overseas countries. Subsidiary to its major activities, the Postmaster-General's Department performs a number of important functions for other Commonwealth and State departments including the collection of broadcast and television licence fees, war service and repatriation repayments, the provision of banking facilities on behalf of the Commonwealth Savings Bank, the sale of tax and duty stamps, the collection of land tax and the over-the-counter distribution of a variety of official forms.

Research

The Postmaster-General's Department maintains its own research facilities as part of the headquarters organisation in Melbourne. The P.M.G. Research Laboratories had an establishment in 1969 of 390 including 128 professional staff, mainly engineers, physicists, chemists and metallurgists. The main responsibilities of the laboratories are to conduct research and development in telecommunications theory and practice, particularly as applying to the Australian region; to appraise new developments in telecommunication equipment; and to design apparatus and systems required for special applications in the telecommunications and mail handling networks in Australia in cases where these needs could not be met from commercial sources.

Postal facilities

The following table shows the number of post offices, the area in square miles and the number of inhabitants to each post office (including non-official offices), and the number of inhabitants to each 100 square miles in each State and in Australia at 30 June 1969.

POSTAL FACILITIES: RELATION TO AREA AND POPULATION, STATES
30 JUNE 1969

	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Aust.
Post offices—							
Official	524	330	230	177	158	53	1,472
Non-official	1,794	1,570	956	720	468	344	5,852
<i>Total post offices</i>	<i>2,318</i>	<i>1,900</i>	<i>1,186</i>	<i>897</i>	<i>626</i>	<i>397</i>	<i>7,324</i>
Square miles of territory per office	134	46	562	1,000	1,559	66	405
Inhabitants per office	1,983	1,781	1,491	1,352	1,512	979	1,679
Inhabitants per 100 square miles	1,481	3,851	265	135	97	1,473	414

Employment

PERSONS PROVIDING POST OFFICE SERVICES: CENTRAL OFFICE AND STATES
30 JUNE 1969

	<i>Central Office</i>	<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>Aust.</i>
Official full-time staff(a)—								
Permanent officers	2,102	25,422	18,081	11,172	8,147	5,808	2,691	73,423
Temporary and exempt employees	256	13,319	9,124	2,924	1,802	2,156	662	30,243
<i>Total</i>	<i>2,358</i>	<i>38,741</i>	<i>27,205</i>	<i>14,096</i>	<i>9,949</i>	<i>7,964</i>	<i>3,353</i>	<i>103,666</i>
Other(b)—								
Non-official postmasters and post- mistresses . . . . .	..	1,743	1,572	948	721	466	347	5,797
Other staff at non-official offices . . . . .	..	489	587	295	205	66	35	1,677
Telephone office-keepers . . . . .	..	177	63	308	86	183	15	832
Mail contractors (including persons employed to drive vehicles) . . . . .	..	1,883	898	1,247	311	323	167	4,829
<i>Total</i>	<i>..</i>	<i>4,292</i>	<i>3,120</i>	<i>2,798</i>	<i>1,323</i>	<i>1,038</i>	<i>564</i>	<i>13,135</i>

(a) Persons directly under the control of the Department. Excludes 3,201 part-time staff. (b) Persons not directly under the control of the Department. Includes persons employed, either full-time or part-time, under contract or in return for payments appropriate to work performed.

Financial operations—Postmaster-General's Department

The financial tables which follow allow for the changed accounting arrangements introduced by the Postmaster-General's Department following amendment of the Post and Telegraph Act in 1968.

Earnings

The following table shows the earnings of the Postmaster-General's Department as taken from successive Profit and Loss statements.

POSTMASTER-GENERAL'S DEPARTMENT: EARNINGS, BY SOURCE
AUSTRALIA, 1959-60 TO 1968-69
(\$'000)

Year	Postal service			Telecommunications service						Total
	Postages	Money order and postal order fees	Commission on agency services	Other earnings	Telephone rentals	Telephone calls	Telegrams	Leased telegraph services	Other earnings (a)	
1959-60	79,935	2,257	2,458	1,872	46,561	97,843	9,830	3,515	6,902	251,173
1960-61	85,611	2,348	2,482	2,407	52,341	105,453	9,536	4,057	8,059	272,295
1961-62	87,886	2,366	2,420	1,949	56,008	106,955	9,664	4,283	8,881	280,412
1962-63	91,835	2,501	3,501	2,008	59,913	117,570	9,831	4,844	10,936	302,939
1963-64	97,842	2,638	3,976	2,121	64,422	129,736	10,641	5,172	12,746	329,293
1964-65	103,032	2,722	4,243	2,194	82,175	142,722	11,423	5,847	15,687	370,045
1965-66	107,402	2,771	4,277	2,296	93,856	154,304	11,639	6,144	18,585	401,274
1966-67	110,317	2,919	4,300	2,452	100,823	171,100	11,868	7,018	20,691	431,488
1967-68	127,748	3,178	4,406	2,847	108,293	211,812	14,172	7,478	22,722	502,656
1968-69	142,770	3,400	5,591	3,175	116,974	245,571	14,711	8,145	26,872	567,208

(a) Includes fees for advertisements in telephone directories, proceeds of sales of fixed assets, telephone service connection fees and telex call fees.

Expenses

This table shows the operating and maintenance expenses of the Postmaster-General's Department as taken from successive Profit and Loss Statements.

**POSTMASTER-GENERAL'S DEPARTMENT: EXPENSES, BY SOURCE
AUSTRALIA, 1959-60 TO 1968-69
(\$'000)**

Year	Postal service			Telecommunications service			Total
	Operating maintenance and general	Carriage of mail	Depreciation, superannuation, long service leave and interest	Operating and general	Maintenance of plant	Depreciation, superannuation, long service leave and interest	
1959-60	56,890	22,034	6,141	53,144	53,746	58,361	250,317
1960-61	59,907	23,669	7,282	53,662	55,457	66,791	266,768
1961-62	63,594	23,978	7,803	55,437	59,086	74,436	284,335
1962-63	65,107	25,304	8,384	57,483	55,318	92,868	304,465
1963-64	69,655	26,682	9,284	62,651	58,290	103,325	329,887
1964-65	75,987	28,710	10,111	69,637	60,269	121,118	365,833
1965-66	84,868	31,143	11,077	74,451	66,489	133,370	401,398
1966-67	95,775	32,395	15,398	83,154	74,063	152,205	452,991
1967-68	107,016	33,114	18,209	92,614	83,645	177,707	512,305
1968-69	106,682	35,678	21,277	101,861	95,022	198,651	559,171

Profit or Loss

The following table shows the net results of the Department's operations for the year 1968-69 together with summarised particulars for the year 1967-68.

**POSTMASTER-GENERAL'S DEPARTMENT:
CONSOLIDATED STATEMENT OF PROFIT AND LOSS, AUSTRALIA, 1967-68 AND 1968-69
(\$'000)**

	1968-69			1967-68
	Postal service	Telecommunications service	All services	All services
<i>Earnings</i>	154,936	412,272	567,208	502,656
Expenses—				
Operating, maintenance and general	142,360	196,883	339,243	316,389
Depreciation	3,213	100,479	103,692	94,068
Superannuation	7,681	12,690	20,371	17,259
Long service leave	2,693	4,423	7,116	6,153
<i>Total expenses</i>	155,947	314,475	470,422	433,869
Profit or loss before interest	-1,011	97,797	96,786	68,787
Interest	7,689	81,059	88,749	78,436
Profit or loss after interest	-8,701	16,738	8,037	-9,648

Minus sign (-) denotes loss.

Fixed assets, Postmaster-General's Department

POSTMASTER-GENERAL'S DEPARTMENT: TRANSACTIONS AFFECTING FIXED ASSETS
1968-69
(\$'000)

<i>Class of plant</i>	<i>Value at 1 July 1968</i>	<i>Adjustments to values</i>	<i>Additions during year</i>	<i>Instalments of plant written out</i>	<i>Value at 30 June 1969</i>
Telecommunications plant	1,920,821	..	256,499	19,433	(a)2,157,887
Postal plant	16,204	..	1,454	90	17,568
Engineers' moveable plant	40,758	..	5,778	2,187	44,349
Motor vehicles	32,842	-3,087	6,639	4,837	31,556
Other plant and equipment	38,768	..	4,619	2,270	41,117
Buildings	215,173	..	30,477	..	(b)245,650
Land	22,025	..	2,200	24	24,201
Total	2,286,591	-3,087	307,666	28,841	2,562,329

(a) Includes plant under construction valued at \$102,215,499. (b) Includes buildings under construction valued at \$20,338,568.

Minus sign (-) denotes reduction in values of assets.

Postal services

Mail delivery points

MAIL DELIVERY POINTS: STATES, 30 JUNE 1969

<i>State</i>	<i>Postmen's delivery</i>	<i>Roadside delivery</i>	<i>Private boxes</i>	<i>Private mail bag services</i>
New South Wales	1,359,726	62,819	82,421	5,837
Victoria	910,677	36,578	47,773	5,680
Queensland	441,141	37,465	40,597	4,628
South Australia	340,529	1,157	29,188	2,856
Western Australia	229,544	14,913	23,115	810
Tasmania	81,193	1,970	7,724	1,587
Australia	3,362,810	154,902	230,818	21,398

Postal articles handled

The following two tables show the number of postal articles handled by the Australian Post Office, according to their State of origin. Each article is counted once only irrespective of the number of times it may be handled in transit.

POSTAL ARTICLES HANDLED(a): STATES, 1968-69

('000)

State	Posted for delivery within Australia				Posted for delivery overseas			
	Letters (b)	News- papers and packets (c)	Parcels (d)	Regis- tered articles (e)	Letters (b)	News- papers and packets (c)	Parcels (d)	Regis- tered articles (e)
New South Wales	738,759	159,624	8,766	3,376	44,733	12,670	428	1,004
Victoria	575,773	100,878	5,473	2,307	33,230	4,098	256	547
Queensland	284,281	32,866	2,631	1,435	11,727	1,003	43	64
South Australia	178,428	17,680	1,501	752	8,930	1,214	65	62
Western Australia	153,580	13,753	1,039	687	8,218	985	40	84
Tasmania	53,853	8,537	261	320	457	80	5	3
Australia	1,984,674	333,338	19,671	8,876	107,295	20,050	837	1,765
	Received from overseas				Total postal matter dealt with			
New South Wales	74,016	33,245	689	1,356	857,508	205,539	9,883	5,735
Victoria	58,494	10,274	477	623	667,497	115,250	6,207	3,478
Queensland	7,396	4,865	165	34	303,404	38,734	2,839	1,533
South Australia	5,807	3,412	119	35	193,165	22,306	1,685	849
Western Australia	5,118	6,204	119	56	166,916	20,942	1,198	828
Tasmania	2,206	808	16	2	56,516	9,425	282	325
Australia	153,037	58,808	1,584	2,106	2,245,006	412,196	22,092	12,748

(a) Number of distinct articles handled. (b) Includes letters, cards and other postal articles enclosed in envelopes and sorted with letters. (c) Includes newspapers and postal articles not included in letter mail. (d) Includes registered, cash on delivery and duty parcels. (e) Includes registered articles other than parcels.

POSTAL ARTICLES HANDLED(a): AUSTRALIA, 1964-65 TO 1968-69

('000)

Year	Letters(b)	Newspapers and packets(c)	Parcels(d)	Registered articles(e)	Total postal articles handled
1964-65	2,032,287	380,178	18,156	12,190	2,442,811
1965-66	2,123,338	401,578	18,327	12,886	2,556,128
1966-67	2,232,881	417,980	19,196	13,097	2,683,154
1967-68	2,203,089	411,091	20,783	12,908	2,647,871
1968-69	2,245,006	412,196	22,092	12,748	2,692,042

(a) Number of distinct articles handled. (b) Includes letters, cards and other postal articles enclosed in envelopes and sorted with letters. (c) Includes newspapers and postal articles not included in letter mail. (d) Includes registered, cash on delivery and duty parcels. (e) Includes registered articles other than parcels.

During 1968-69 the cost of the carriage of mails, as disclosed by the Profit and Loss Account of the Postal Service, was as follows: road, \$11,181,902; railway, \$4,527,645; sea, \$645,853; air—internal, \$4,746,175, overseas, \$14,576,520; total, \$35,678,095.

Money orders and postal orders

The issue of money orders and postal orders is regulated by sections 74-9 of the *Post and Telegraph Act 1901-1968*. The maximum amount for which a single money order payable within Australia may be obtained is \$80, but additional orders will be issued upon request when larger amounts are to be remitted. The maximum amount permitted to be sent by any one person to a person or persons outside Australia is \$50 a week. A postal order is not available for a sum larger than eight dollars. The following table shows the number and value of money orders and postal orders issued in Australia on each of the years 1964-65 to 1968-69 and the income therefrom which has accrued to the Post Office.

**MONEY ORDERS AND POSTAL ORDERS(a): TRANSACTIONS, AUSTRALIA
1964-65 TO 1968-69**

Year	Money orders(b)			Postal orders(a)		
	Issued		Total commission received	Issued		Fee
	Number	Value		Number	Value	
	'000	\$'000	\$'000	'000	\$'000	\$'000
1964-65 . .	(c)12,176	376,356	2,103	15,338	16,737	618
1965-66 . .	(c)12,634	407,275	2,200	15,010	16,184	604
1966-67 . .	(c)12,594	434,942	2,332	13,499	18,454	629
1967-68 . .	(c)11,373	438,668	2,544	(d)12,364	22,149	657
1968-69 . .	9,672	209,868	2,637	13,525	27,262	772

(a) Postal orders replaced postal notes on 1 June 1966. (b) Money orders issued for payment in Australia and overseas. (c) Includes official money orders used in bringing to account telephone accounts and collections on War Service Homes repayments. (d) Postal orders for \$5, \$6, \$7 and \$8 were introduced in October 1967. Until then the highest denomination was \$4.

Of the total money orders issued in Australia during 1968-69, 9,223,363 valued at \$206,020,143 were payable in Australia, and 448,966 valued at \$3,847,895 were payable overseas. Of the total money orders paid in Australia during 1968-69, 9,633,920 (\$207,873,861) were issued in Australia, and 197,244 (\$3,614,993) were issued overseas.

Of the total postal orders paid in Australia during 1968-69 (13,729,761 valued at \$27,700,293), 10,333,785 (\$21,690,035) were paid in the State in which issued, and 3,395,976 (\$6,010,258) were paid in States other than those in which issued.

Internal telecommunication services

A review of the development of telegraph services in Australia up to 1921 appeared in Year Book No. 15, page 625, and subsequent developments of importance have been dealt with in later issues. Internal telecommunication operations now comprise telephone, telegraph, and telegraph exchange (telex) services.

Wire and pole mileages

At 30 June 1969 there were 20,972,767 single wire miles of cable and 1,160,006 miles of aerial wire used for telecommunication purposes in Australia. The aerial wires are mounted on 110,943 miles of pole routes.

Coaxial cable and broadband relay systems

In recent years trunk telephone, telegraph and television channels have been increasingly provided by coaxial cable and radio relay systems. Broadband radio relay systems and coaxial cables are an alternative means of providing transmission facilities, each radio bearer being similar in carrying capacity to a coaxial tube. At 30 June 1969 there were 12,919 tube miles of coaxial cable and 26,400 bearer miles of radio relays in operation.

Telephone services in operation

The following table shows the number of services in operation in each State at 30 June 1969 classified according to type of service, type of exchange to which connected, and location. Telephone services connected to exchanges located within fifteen miles of the Sydney and Melbourne and ten miles of the Brisbane, Adelaide, Perth, and Hobart General Post Offices are defined as being within a metropolitan area.

TELEPHONE SERVICES IN OPERATION: STATES, 30 JUNE 1969

	<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>Aust.</i>
Type of service—							
Ordinary exchange services	852,515	691,356	275,044	198,177	145,703	63,907	2,226,702
Duplex services	2,218	..	92	16	178	126	2,630
Party line services	4,221	1,933	2,954	1,278	1,208	197	11,791
Private branch exchange services	103,573	69,410	24,304	21,828	16,299	4,787	240,201
Public telephones	11,449	7,463	4,716	2,875	2,303	1,101	29,907
Connected to—							
Automatic exchanges	871,513	703,088	252,132	195,980	147,119	60,315	2,230,147
Manual exchanges	102,463	67,074	54,978	28,194	18,572	9,803	281,084
Located in—							
Metropolitan areas	609,893	508,913	147,319	144,180	112,510	25,664	1,548,479
Country areas	364,083	261,249	159,791	79,994	53,181	44,454	962,752
Total	973,976	770,162	307,110	224,174	165,691	70,118	2,511,231

TELEPHONE SERVICES IN OPERATION: AUSTRALIA, 1965 TO 1969

<i>Services connected to—</i>	<i>30 June—</i>				
	<i>1965</i>	<i>1966</i>	<i>1967</i>	<i>1968</i>	<i>1969</i>
Metropolitan exchanges—					
Automatic	1,244,926	1,316,456	1,383,475	1,456,179	1,548,479
Country exchanges—					
Automatic	414,636	467,844	523,697	594,977	681,668
Manual	350,562	336,078	327,531	307,681	281,084
All exchanges—					
Automatic	1,659,562	1,784,300	1,907,172	2,051,156	2,230,147
Manual	350,562	336,078	327,531	307,681	281,084
Total services	2,010,124	2,120,378	2,234,703	2,358,837	2,511,231

Telephone instruments

TELEPHONE INSTRUMENTS IN SERVICE: STATES, 1965 TO 1969

('000)

<i>30 June—</i>	<i>N.S.W.</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>Aust.</i>
1965	1,107	860	341	256	164	82	2,811
1966	1,182	905	357	272	176	86	2,978
1967	1,276	958	377	287	191	89	3,178
1968	1,371	1,020	398	302	208	93	3,392
1969	1,444	1,080	423	321	232	98	3,599
Number at 30 June 1969 per 100 population	31.4	31.9	23.9	26.5	24.5	25.3	29.3

Internal telephone traffic

LOCAL AND TRUNK LINE TELEPHONE CALLS: AUSTRALIA
1964-65 TO 1968-69

Year	Effective paid local calls		Trunk line calls		Total calls '000
	Total '000	Per service number	Total '000	Per service number	
1964-65	2,043,000	1,016	106,500	53	2,149,500
1965-66	2,081,000	1,008	116,600	56	2,197,600
1966-67	2,179,000	1,001	134,200	62	2,313,200
1967-68	2,295,000	999	151,600	66	2,446,600
1968-69	2,442,000	1,004	172,200	71	2,614,200

Subscriber trunk dialling (S.T.D.) facilities were introduced during the year 1961-62 from Canberra to the Sydney network and from Warragul (Victoria) to Melbourne. At the end of June 1969 subscriber trunk dialling was in operation at 659 exchanges, connected to approximately 1,670,695 services.

Internal telegraphs

Telegrams can be lodged at any post office, telephone office or from any public telephone equipped for multi-coin operation. In addition, telegrams can be despatched from any subscriber's telephone or telegraph exchange (telex) equipment. The number of telegrams of various types transmitted within the Commonwealth during the years 1964-65 to 1968-69 is set out hereunder.

INTERNAL TELEGRAPH TRAFFIC: AUSTRALIA, 1964-65 TO 1968-69
('000)

Year	Ordinary (a)	Urgent	Press	Letter- grams	Meteoro- logical service	Service	Total telegrams
1964-65	18,302	532	96	65	912	643	20,550
1965-66	18,605	550	100	59	1,005	717	21,036
1966-67	19,019	494	78	47	1,014	719	21,372
1967-68	18,723	440	68	38	1,060	719	21,047
1968-69	18,543	440	68	33	1,068	718	20,869

(a) Includes radiograms.

Teleprinter exchange service (telex)

Particulars of the operations of the teleprinter exchange network, which are additional to the telegraph traffic shown above, are as follows:

TELEPRINTER EXCHANGE NETWORK (TELEX)
SERVICES AND INTERNAL CALLS, AUSTRALIA
1963-64 TO 1968-69

Year	Services at end of year	Internal calls during year
1963-64	1,815	1,492,024
1964-65	2,179	1,867,701
1965-66	2,444	2,161,353
1966-67	3,154	3,592,610
1967-68	4,054	5,435,413
1968-69	5,067	7,362,084

Overseas telecommunication services

The Overseas Telecommunications Commission (Australia) is the authority responsible for the establishment, maintenance and operation of telecommunication services between Australia and other countries, with ships at sea and to and between Australia's external Territories.

The Commission was established under the *Overseas Telecommunications Act 1946*. This Act implemented, in Australia, a recommendation of the 1945 Commonwealth Telecommunications Conference for national ownership of the external telecommunications services of the British Commonwealth countries concerned. (Details of overseas communication systems operating in Australia prior to 1946 and developments leading to the establishment of the Commission were published in Year Book No. 37, pages 220-4.)

In 1966 the Commonwealth countries completed a review of the machinery for their collaboration in telecommunications and the period since then has been one of transition from the arrangements which were established by the Commonwealth Telegraphs Agreement of 1948 to those of the Commonwealth Telecommunications Organisation recommended by the 1966 Commonwealth Telecommunications Conference. On 31 March 1969, the Commonwealth Telegraphs Agreements of 1948 and 1963 were formally terminated and from 1 April 1969 the new Commonwealth Telecommunications Organisation became fully operative. Also with effect from 1 April 1969 the Commonwealth Telecommunications Organisation Financial Agreement entered into force providing financial arrangements previously provided under the Commonwealth Telegraphs Agreements.

In association with the Post Office within Australia and with communication carriers in other Commonwealth and foreign countries, the Commission provides public message telegram, telephone, telex, photo-telegram, leased circuit and television services to most countries and places throughout the world.

To meet Australia's increasing demand for overseas communication channels, and because of limitations to performance and capacity inherent in telegraph cables and high frequency radio systems, the Commission, in partnership with the overseas telecommunications authorities of Britain, Canada and New Zealand, installed a large capacity telephone cable across the Pacific Ocean, connecting Australia, New Zealand and Canada via Suva and Honolulu. The cable (COMPAC) was opened in December 1963 and forms part of a British Commonwealth large capacity cable scheme, in which a complementary cable between Britain and Canada (CANTAT) was officially opened in December 1961. The two cable connections are linked across Canada by a microwave system. The Commonwealth cable system feeds into the United States of America network at Hawaii and into the European network at London.

The south-east Asia cable project (SEACOM), extending the large capacity telephone cable system from Sydney to Singapore and Kuala Lumpur via Cairns, Madang, Guam, Hong Kong, and Kota Kinabalu, was opened for service on 30 March 1967.

The Commonwealth Cable Management Committee, comprising representatives of Britain, Canada, Australia, New Zealand, Malaysia and Singapore, administers COMPAC and SEACOM.

In 1964 a number of countries, including Australia, agreed to establish a global commercial communications satellite system at an estimated cost, for the space segment, of \$US200m. Broadly the term 'space segment' describes the orbiting satellites and the tracking, control, command, and related facilities required to support their operation. Australia, represented by the Commission, is one of the eighteen representatives on the Interim Communications Satellite Committee (ICSC) which is the management body of the sixty-nine nation International Telecommunications Satellite Consortium (INTELSAT).

In December 1968, the Interim Communications Satellite Committee completed its report to INTELSAT member Governments on permanent arrangements to supersede those which had been provided for in the 1964 Interim Agreement. As prescribed in that Agreement, an intergovernmental Conference, to consider the Committee's report and to define the permanent arrangements for the International Telecommunications Satellite Consortium (INTELSAT), was held in Washington during February/March 1969. The Conference did not reach agreement on the new arrangements and resumed in Washington in February 1970.

In March 1968 a satellite earth station at Moree, New South Wales, owned and operated by the Commission, commenced commercial communications, including a capability for television transmissions/receptions, through an INTELSAT II satellite launched in January 1967 and positioned in stationary orbit 22,300 miles above the equator. This station was the first in Australia constructed as a 'standard' station of the INTELSAT network and carries direct circuits between Australia and other countries in the Pacific Region. Since 15 February 1969 these services have been provided through a Pacific Ocean INTELSAT III satellite. The link with Japan, the first by satellite from Australia to an Asian country, was established for commercial operation on 14 March 1969.

The Commission's small satellite earth station at Carnarvon continued to provide a direct link between Western Australia and the United States of America for the National Aeronautics and Space Administration (NASA).

On 1 February 1969 the Carnarvon earth station commenced service as a tracking, telemetry and command (T.T. & C.) station for INTELSAT satellites. In the period up to 1 October 1969 it performed this function on a part-time basis while also providing communications for the National Aeronautics and Space Administration. From 1 October 1969 when the new standard earth station at Carnarvon became available for commercial services, the original station was fully devoted to T.T. & C.

The T.T. & C. function provides for four such stations to be spaced around the world so that any INTELSAT satellite can be viewed and controlled no matter where it may be. These stations keep a continuous check of the position of each satellite and its functioning by means of signals transmitted by the satellite. When required, signals are transmitted to a satellite to control the direction of its antenna and to change its orbital position. During launches, these stations transmit the commands which fire the satellite motor to place it in final orbit. The Interim Communications Satellite Committee selected the Carnarvon station for this purpose after calling competitive tenders from earth station owners in the coverage zone of the Indian Ocean and Pacific Ocean satellites.

An additional satellite earth station for the Commission, at Ceduna, South Australia, was officially opened in February 1970. This station, will operate through an Indian Ocean INTELSAT III satellite to earth stations in the United Kingdom, Europe, Africa, the Middle East and Asia.

International telecommunication traffic

Particulars of the volume of international telegraph services, originating and terminating in Australia, during the years ended 31 March 1968 and 1969 are shown in the following table.

INTERNATIONAL TELEGRAPH SERVICES: AUSTRALIA YEARS ENDED 31 MARCH 1968 AND 1969 (*000 words)

Class of traffic	Words transmitted—					
	From Australia		To Australia		Total	
	1967-68	1968-69	1967-68	1968-69	1967-68	1968-69
Letter . . .	27,503	28,367	22,469	24,537	49,972	52,905
Ordinary . . .	23,463	24,718	21,535	23,927	44,999	48,645
Press . . .	4,350	4,411	4,079	2,867	8,429	7,278
Greetings . . .	1,543	1,454	1,959	1,940	3,502	3,393
Urgent . . .	1,315	1,506	1,158	1,364	2,472	2,870
Other . . .	1,721	925	3,078	2,674	4,799	3,599
Total . . .	59,894	61,381	54,278	57,308	114,173	118,690

The following table shows particulars of overseas telecommunication traffic other than telegraphic between Australia and overseas countries for the years ended 31 March 1968 and 1969.

INTERNATIONAL TELECOMMUNICATION TRAFFIC OTHER THAN TELEGRAPHIC AUSTRALIA, YEARS ENDED 31 MARCH 1968 AND 1969

Service	Transmissions					
	From Australia		To Australia		Total	
	1967-68	1968-69	1967-68	1968-69	1967-68	1968-69
Telephone . . . paid minutes	2,647,942	3,316,074	2,796,753	3,883,813	5,444,695	7,199,887
Telex . . . paid minutes	1,287,383	1,757,719	1,303,051	1,725,280	2,590,434	3,482,999
Phototelegrams . . . pictures	1,360	1,477	5,642	5,819	7,002	7,296

Coastal stations

The Overseas Telecommunications Commission operates fifteen coastal radio stations at points around the Australian coast, three on the Papua-New Guinea coast, and one at Norfolk Island. Three of these stations are operated in conjunction with the Department of Civil Aviation. During the year ended 31 March 1969 the coastal radio service handled 6,096,191 paid words to ships and 3,504,773 words from ships. Ship calls over the radiotelephone service extended over 80,416 paid minutes.

Radiocommunication stations authorised

At 30 June 1969 there were 117,040 civil radiocommunication stations authorised for operation in the Commonwealth and its Territories. Of these, 5,292 were stations established at fixed locations, 9,266 were land stations which were established at fixed locations for communication with mobile stations, 96,519 were mobile stations and 5,963 amateur stations. Particulars of broadcasting stations and broadcast listeners' licences are shown on pages 388 and 390 respectively.

BROADCASTING AND TELEVISION

Broadcasting and television services in Australia operate under the *Broadcasting and Television Act 1942-1969* and comprise the National Broadcasting Service, the National Television Service, the Commercial Broadcasting Service, and the Commercial Television Service. General control of these services is a function of the Australian Broadcasting Control Board. Licence fees for commercial broadcasting and television stations are payable under the *Broadcasting Stations Licence Fees Act 1964-1966* and the *Television Stations Licence Fees Act 1964-1966* respectively.

Particulars of the composition, functions and responsibilities of the Australian Broadcasting Control Board are shown in Year Book No. 51, pages 594-5. The functions of the Board as shown therein were subsequently amended by repealing the Board's power to regulate the establishment and operation of networks. Pursuant to the *Broadcasting and Television Act 1942-1969*, the Australian Broadcasting Commission now consists of nine members, one of whom shall be a woman.

Broadcasting services

The National Broadcasting Service

In sound broadcasting the programmes of the National Broadcasting Service are provided by the Australian Broadcasting Commission through transmitters operated by the Postmaster-General's Department.

Technical facilities. At 30 June 1969 the National Broadcasting Service comprised seventy-nine transmitting stations, of which seventy-one were medium frequency and eight high frequency.

The medium-frequency transmitters operate in the broadcast band 525 to 1,605 kilocycles a second. The high-frequency stations, using frequencies within the band three to thirty megacycles a second, provide services to listeners in sparsely populated parts of Australia such as the north-west of Western Australia, the Northern Territory, and northern and central Queensland.

Many of the programmes provided by country stations are relayed from the capital cities, high-quality programme transmission lines being used for the purpose. A number of programme channels are utilised to link national broadcasting stations in the capital cities of Australia, and, when necessary, this system is extended to connect both the national and commercial broadcasting stations.

At 30 June 1969 fifty-nine of the Australian medium-frequency stations were situated outside the six State capital cities. Two additional country stations had been authorised but had not commenced to operate at 30 June 1969.

Programme facilities. The programmes of the Australian Broadcasting Commission cover a wide range of activities. The proportion of broadcasting time allocated to the various types of programme during 1968-69 was as follows: classical music, 24.1 per cent; entertainment, 28.4 per cent; news, 8.9 per cent; sporting, 6.4 per cent; light music, 2.6 per cent; spoken word, 6.7 per cent; drama and features, 3.9 per cent; education, 3.5 per cent; Parliament, 4.2 per cent; religious, 3.0 per cent; children's programmes, 2.4 per cent; rural, 2.5 per cent; and presentation, 3.4 per cent. Further particulars of the operations of the Australian Broadcasting Commission in respect of music, drama and features, youth education, talks, rural broadcasts, news, and other activities are shown in Year Book No. 51, pages 596-7.

The Commercial Broadcasting Service

Commercial broadcasting stations are operated under licences granted and renewed by the Postmaster-General after taking into consideration any recommendations which have been made by the Broadcasting Control Board. The initial period of a licence is five years and renewals are granted for a period of one year. The fee payable for a licence is \$50 on the grant of the licence, and thereafter \$50 a year plus an amount ascertained by applying the following rates to 'gross earnings', within the meaning of the *Broadcasting Stations Licence Fees Act 1964-1966*, during the preceding financial year—1 per cent up to \$1,000,000; 2 per cent \$1,000,001 to \$2,000,000; 3 per cent \$2,000,001 to \$4,000,000; and 4 per cent over \$4,000,000.

Overseas Broadcasting Service

There are seven high-frequency stations at Shepparton and two at Lyndhurst, Victoria, which provide the overseas service known as 'Radio Australia'. As in the case of the National Broadcasting Service, these stations are maintained and operated by the Postmaster-General's Department, and their programmes are arranged by the A.B.C. The programmes, which give news and information about Australia presented objectively, as well as entertainment, are directed mainly to south-east Asia and the Pacific. The overseas audience has grown very substantially in recent years, as evidenced by a large and increasing number of letters from listeners abroad.

Broadcasting stations

BROADCASTING STATIONS: STATES AND TERRITORIES, 30 JUNE 1969

Type of station	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
National—									
Medium frequency	19	5	16	8	13	4	4	2	71
High frequency	1	3	2	..	2	..	..	..	8
Overseas (high frequency) . . . . .	..	9	..	..	..	..	..	..	9
Commercial (medium frequency)	37	20	25	8	14	8	1	1	114
Total	57	37	43	16	29	12	5	3	202

Tables showing the call sign, location, frequency, and aerial power of national and commercial broadcasting stations in operation at 30 June 1969 are shown in *Transport and Communication*, Bulletin No. 60.

Television services

The National Television Service

The National Television Service is provided by the Australian Broadcasting Commission through transmitters operated by the Postmaster-General's Department. The first national station (ABN Sydney) commenced regular transmission on 5 November 1956. At 30 June 1969 thirty-nine stations were operating, excluding twenty-two translator stations. Five additional national television stations and thirty-eight low powered stations (in remote localities) had been authorised but had not commenced to operate by that date.

The television programmes provided by the Australian Broadcasting Commission cover a wide range of activities. The proportion of television time allocated among the A.B.C.'s various departments to 30 June 1969 was as follows: drama, 30.1 per cent; public interest, 12.9 per cent; sporting, 10.6 per cent; news, 6.9 per cent; variety and acts, 6.1 per cent; education, 17.9 per cent; musical performances, 1.5 per cent; religious, 1.8 per cent; rural, 0.9 per cent; special arts and aesthetics, 5.7 per cent; presentation, 5.6 per cent. Further particulars of the operation of the National Television Service in respect of talks, drama and features, music, rural services, education, news and other activities are shown in Year Book No. 51, pages 598-9. Transmission time for the year ended 30 June 1969 totalled 230,532 hours.

The Commercial Television Service

Commercial television stations are operated under licences granted and renewed by the Postmaster-General. The first commercial station (TCN Sydney) commenced regular transmission on 16 September 1956. At 30 June 1969 forty-five television stations were operating.

The initial grant of a licence is for a period of five years and thereafter the licence is renewable annually. The fee payable is \$200 for the first year and thereafter \$200 a year plus an amount ascertained by applying the following rates to 'gross earnings', within the meaning of the *Television Stations Licence Fees Act 1964-1966*, during the preceding financial year—1 per cent up to \$1,000,000; 2 per cent \$1,000,001 to \$2,000,000; 3 per cent \$2,000,001 to \$4,000,000; and 4 per cent over \$4,000,000.

Television stations

During the year ended 30 June 1969 no new national television station commenced regular transmissions. The following commercial television stations commenced regular transmissions during the year: New South Wales—BKN Channel 7, Broken Hill; Queensland—MVQ Channel 6, Mackay; Western Australia—GSW Channel 9, Southern Agricultural Area. The following table shows the number of television stations in operation at 30 June 1969.

TELEVISION STATIONS: STATES AND AUSTRALIAN CAPITAL TERRITORY
30 JUNE 1969

Type of station and location	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	A.C.T.	Total
National—								
Metropolitan . . .	1	1	1	1	1	1	1	7
Country	12	7	7	2	3	1	..	32
<i>Total, National</i> . .	<i>13</i>	<i>8</i>	<i>8</i>	<i>3</i>	<i>4</i>	<i>2</i>	<i>1</i>	<i>39</i>
Commercial—								
Metropolitan . . .	3	3	3	3	2	1	1	16
Country	11	6	7	2	2	1	..	29
<i>Total, Commercial</i> .	<i>14</i>	<i>9</i>	<i>10</i>	<i>5</i>	<i>4</i>	<i>2</i>	<i>1</i>	<i>45</i>
All stations	27	17	18	8	8	4	2	84

Tables showing the call sign, location, frequencies, polarisation, aerial power, and weekly hours of transmission of National and Commercial television stations in operation at 30 June 1969 are shown in *Transport and Communication*, Bulletin No. 60.

Broadcast listeners' and television viewers' licences

Broadcast listeners', television viewers', and combined receiving licences are issued at post offices in accordance with the provisions of the *Broadcasting and Television Act 1942-1969*, which stipulates that, except as prescribed, a person shall not use, maintain or have in his possession a broadcast or television receiver unless there is in force a licence which applies to that receiver. A Broadcast listener's licence or a television viewer's licence, whichever is appropriate, authorises the operation of any broadcast receiver or any television receiver, which is: (a) in the possession of the holder of a licence, or of a member of his family, at the address specified in the licence and is ordinarily kept at that address; (b) installed in a vehicle which is ordinarily in the possession of the holder, or a member of his family, and is ordinarily kept at that address when not in use. A person who has both broadcast and television receivers at the one address may take out a combined receiving licence, provision for which was introduced by legislation effective from 1 April 1965.

A licence may be granted free of charge to a blind person over 16 years of age or to a person or authority conducting a school, and at a concession rate to certain classes of pensioners. Receivers provided for the use of inmates of an approved institution (including a hospital) are covered by an appropriate licence held by the institution. Persons residing in Zone 2 may also be granted a broadcast listener's licence at a reduced rate. Zone 1 is the area within 250 miles of specified broadcasting stations and Zone 2 is the remainder of Australia.

Each broadcast or television receiver let out on hire (except under a hire purchase agreement) must be covered by a hirer's licence held by the person or firm from whom the receiver is hired. The keeper of a lodging house (which includes a hotel, motel, boarding house, or any other premises

where lodging or sleeping accommodation is provided for reward) must take out a lodging house licence for each broadcast or television receiver provided by the proprietor in any room or part of the lodging house occupied or available for occupation by lodgers.

The fees payable for the various classes of licence at 30 June 1969 were as follows:

**BROADCAST LISTENERS' AND TELEVISION VIEWERS' LICENCES
RATES**

<i>Licence</i>		<i>Ordinary rate</i>	<i>Pensioner rate</i>
		\$	\$
Broadcast listener's licence and hirer's licence for a broadcast receiver	Zone 1	6.50	1.00
	Zone 2	3.30	0.70
Lodging house licence for a broadcast receiver	Zone 1	6.50	..
	Zone 2	3.30	..
Television viewer's licence and hirer's licence for a television receiver		14.00	3.00
		14.00	..
Combined receiving licence		20.00	4.00

Numbers of broadcast listeners' and television viewers' licences

BROADCAST LISTENERS' LICENCES IN FORCE(a): STATES, 1965 TO 1969

<i>30 June—</i>	<i>N.S.W.(b)</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.(c)</i>	<i>W.A.</i>	<i>Tas.</i>	<i>Aust.</i>
1965	849,291	644,618	343,401	269,040	175,443	75,849	2,357,642
1966	929,119	716,594	340,687	281,747	169,709	88,095	2,525,951
1967	950,788	712,813	340,477	278,069	173,571	82,322	2,538,040
1968	934,877	724,711	371,637	290,051	181,356	77,228	2,579,860
1969	952,634	728,647	382,869	297,877	189,633	78,552	2,630,212

(a) Includes short-term hirers' licences and combined broadcast listeners' and television viewers' licences. (b) Includes Australian Capital Territory. (c) Includes Northern Territory.

TELEVISION VIEWERS' LICENCES IN FORCE(a): STATES, 1965 TO 1969

<i>30 June—</i>	<i>N.S.W.(b)</i>	<i>Vic.</i>	<i>Qld</i>	<i>S.A.</i>	<i>W.A.</i>	<i>Tas.</i>	<i>Aust.</i>
1965	787,507	620,996	243,660	208,642	123,741	60,079	2,044,625
1966	843,103	662,595	277,182	233,726	142,881	66,187	2,225,674
1967	927,038	690,857	302,575	254,504	159,048	71,113	2,405,135
1968	948,153	726,518	335,913	268,595	165,632	74,581	2,519,392
1969	993,145	747,080	367,289	280,420	183,307	78,216	2,649,457

(a) Includes short-term hirers' licences and combined broadcast listeners' and television viewers' licences. (b) Includes Australian Capital Territory.

The numbers of combined receiving licences included in both of the foregoing tables as at 30 June 1969 are: New South Wales, 814,831; Victoria, 647,814; Queensland, 288,926; South Australia, 224,995; Western Australia, 146,797; Tasmania, 66,320; Australia, 2,189,683.

Short-term hirers' licences (included above) at 30 June 1969 were: New South Wales, 72,784; Victoria, 26,188; Queensland, 31,438; South Australia, 35,387; Western Australia, 18,548; Tasmania, 3,149; Australia, 187,494.

Revenue received from broadcast and television licence fees

The following table shows the revenue received from broadcast listeners' licence fees, television viewers' licence fees and from fees for combined licences during the years 1964-65 to 1968-69.

**REVENUE RECEIVED FROM BROADCAST AND TELEVISION LICENCE FEES
STATES, 1964-65 TO 1968-69
(\$'000)**

Year	N.S.W.(a)	Vic.	Qld	S.A.(b)	W.A.	Tas.	Aust.
1964-65 . . .	12,400	9,811	4,230	3,586	2,124	1,006	33,157
1965-66 . . .	13,401	10,335	4,545	3,832	2,285	1,047	35,445
1966-67 . . .	14,244	10,840	4,951	4,101	2,571	1,127	37,835
1967-68 . . .	14,554	11,265	5,321	4,219	2,666	1,157	39,182
1968-69 . . .	16,700	12,747	6,306	4,930	3,127	1,314	45,125

(a) Includes Australian Capital Territory. (b) Includes Northern Territory in respect of broadcast licence fees.

TRAVEL

An article outlining the history and growth of travel and the structure of tourist organisations in Australia, prepared by the Australian National Travel Association, appeared in Year Book No. 52, pages 1158-84. The following pages contain statistics of travel to and from Australia, together with some descriptive matter. Current statistics on overseas travel are published in monthly and quarterly (mimeographed) statements *Overseas Arrivals and Departures*.

Overseas travel

Statistics about travellers to and from Australia are classified in the first instance by the length of time they intend to stay or have been staying in Australia or by the length of time away from Australia; this classification distinguishes between permanent and temporary (i.e. short term and long term) movement.

Statistics of *permanent* arrivals and departures (immigrants and emigrants) are analysed in Chapter 7—Population.

Statistics of temporary *arrivals and departures* which are in the nature of visitor statistics are included in this chapter on travel. They comprise two main categories of travellers.

- (i) *Short term*. Those who intend to stay or have actually stayed in Australia (overseas visitors) or in a country overseas (Australian residents) for less than a year.
- (ii) *Long term*. Those who intend to stay or have actually stayed in Australia (overseas visitors) or in a country overseas (Australian residents) for a year or more, but not permanently.

Visitor statistics (overseas visitors and Australian residents)

In addition to the classification between short-term and long-term travellers mentioned above, visitor statistics are further classified as between Australian residents departing for, or returning from a visit overseas and overseas visitors arriving for, or departing after a visit in Australia.

The *short-term* visitors are more numerous than long-term visitors, and have come to be regarded as 'Tourists' by many users of these statistics. Short-term refers basically to travellers, who intend to, or actually do, spend a period of less than twelve months in a country abroad or in Australia. The short-term classification includes Australian troops (regardless of length of their stay abroad) and persons who come to Australia or go abroad for paid work or to study or for holidays or for other reasons (as long as their intended or actual length of stay is less than one year). It excludes all crew, and persons who arrive in and depart from Australia on the same ship's voyage or on the same flight (variously called direct transit passengers or 'through' passengers) and passengers on short pleasure cruises in the south-west Pacific commencing and finishing in Australia on ships not then engaged in regular voyages. However, it includes persons who, on arrival, declare their purpose of visiting Australia to be 'in transit', as long as a change of ship or flight takes place.

Short-term travel excludes visitors to Australia and Australian residents on visits abroad if their stay in Australia or in a country abroad is one year or more.

Australian residents visiting abroad may be away from Australia for more than a year but still be included as short-term as long as their intended stay in any one country abroad is not for a year or more.

As from October 1967 when United States troops commenced coming to Australia on rest and recreation leave their arrival and departure have also been included with statistics of short-term

travellers. For statistical purposes they are classified as short-term visitors travelling by air for holiday purposes and their country of residence and country of embarkation or disembarkation is shown as 'Asia—other'. During the period October 1967 to December 1969, 155,419 United States troops arrived in Australia on rest and recreation leave.

The *long-term* classification relates to the arrival of visitors or temporary departure of Australian residents who state their intention of staying in Australia or in a country abroad respectively for twelve months or more, and the departure of visitors or return of Australian residents who have stayed in Australia or in a country abroad respectively for twelve months or more.

The number of persons visiting Australia and Australian residents visiting overseas during each year from 1965 to 1969 are shown in the following table.

**VISITOR STATISTICS—SUMMARY, AUSTRALIA
1965 TO 1969**

Year	Overseas Visitors				Australian Residents			
	Short-term		Long-term		Short-term		Long term	
	Arriving in Australia	Departing from Australia	Arriving in Australia	Departing from Australia	Departing from Australia	Returning to Australia	Departing from Australia	Returning to Australia
1965	173,328	178,933	17,497	12,429	161,692	160,544	46,313	26,260
1966	187,262	194,876	19,234	11,999	183,161	181,770	54,321	28,292
1967	221,821	231,762	21,637	12,801	217,746	223,038	52,148	35,655
1968	299,889	311,181	23,473	12,617	251,880	252,773	51,386	36,387
1969	361,277	372,747	26,867	15,602	288,805	288,990	59,027	38,308

In addition to the basic classification of visitors shown above, certain other characteristics of visitors are also ascertained. These characteristics are as follows.

- (i) For all travellers: sex, age, marital status, nationality, country of birth, occupation, intended and actual length of stay, purpose of journey and mode of transport.
- (ii) For arrivals: country of last residence, country of embarkation, State of intended residence and State of disembarkation.
- (iii) For departures: country of intended residence, country of disembarkation, State of residence in Australia and State of embarkation.

Many of the categories of visitors shown in the previous tables are cross-classified by the characteristics listed above and the resulting visitor statistics are shown in considerable detail in the quarterly bulletin *Overseas Arrivals and Departures* and in the annual bulletin *Demography*. Certain unpublished information is available on request. Selected visitor statistics are shown in the following tables.

The sex, marital status and age of visitors arriving and of Australian residents departing are shown below.

**OVERSEAS VISITORS ARRIVING AND AUSTRALIAN RESIDENTS DEPARTING TEMPORARILY
BY MARITAL STATUS, AGE AND SEX: AUSTRALIA, 1969**

Characteristics	Short-term			Long-term		
	Males	Females	Persons	Males	Females	Persons
OVERSEAS VISITORS ARRIVING						
Marital status						
Never married	116,607	39,148	155,755	10,591	6,761	17,352
Married	123,929	61,356	185,285	4,682	3,758	8,440
Widowed or divorced	6,038	14,199	20,237	352	723	1,075
Age (years)						
0-14	12,344	11,987	24,331	2,168	2,044	4,212
15-24	82,878	18,351	101,229	7,249	4,820	12,069
25-44	89,275	32,186	121,461	4,859	2,791	7,650
45-64	49,996	38,031	88,027	1,057	1,098	2,155
65 and over	12,081	14,148	26,229	292	489	781
Total	246,574	114,703	361,277	15,625	11,242	26,867

OVERSEAS VISITORS ARRIVING AND AUSTRALIAN RESIDENTS DEPARTING
TEMPORARILY BY MARITAL STATUS, AGE AND SEX: AUSTRALIA, 1969—*continued*

Characteristics	Short-term			Long-term		
	Males	Females	Persons	Males	Females	Persons
AUSTRALIAN RESIDENTS DEPARTING TEMPORARILY						
Marital status						
Never married	55,970	43,948	99,918	17,378	15,855	33,233
Married	104,687	66,012	170,699	11,817	12,196	24,013
Widowed or divorced	4,835	13,353	18,188	542	1,239	1,781
Age (years)						
0-14	13,011	12,716	25,727	6,860	6,339	13,199
15-24	30,604	24,489	55,093	6,692	10,194	16,886
25-44	65,691	34,922	100,613	12,919	9,537	22,456
45-64	46,574	40,426	87,000	2,677	2,544	5,221
65 and over	9,612	10,760	20,372	589	676	1,265
Total	165,492	123,313	288,805	29,737	29,290	59,027

For visitors arriving, information is also available as to their country of residence (i.e. in which they last stayed for one year or more); and for Australian residents departing by their country of disembarkation. No information is available as to the country in which Australian residents going abroad in the short-term classification intend to spend most time.

OVERSEAS VISITORS ARRIVING, BY COUNTRY OF RESIDENCE^(a)
AND MODE OF TRANSPORT: AUSTRALIA, 1969

Country of residence ^(a)	Short-term			Long-term		
	By sea	By air	Total	By sea	By air	Total
Africa—						
Commonwealth countries	219	1,493	1,712	57	193	250
South Africa	537	2,623	3,160	193	109	302
Other	35	600	635	12	214	226
America—						
Canada	938	6,578	7,516	395	673	1,068
Other Commonwealth countries	22	347	369	8	29	37
United States of America	1,652	48,430	50,082	218	3,543	3,761
Other	25	1,313	1,338	11	244	255
Asia—						
Ceylon, India and Pakistan	46	2,409	2,455	2	441	443
Hong Kong	307	4,331	4,638	38	288	326
Malaysia and Singapore	451	8,836	9,287	61	1,611	1,672
Other Commonwealth countries	21	177	198	7	27	34
Japan	284	8,740	9,024	12	663	675
Other	125	95,667	95,792	26	1,640	1,666
Europe—						
United Kingdom and Ireland	5,391	29,293	34,684	1,273	2,030	3,303
Other Commonwealth countries	70	347	417	12	23	35
France	98	2,121	2,219	7	167	174
Germany	290	3,694	3,984	96	222	318
Greece	44	692	736	18	222	240
Italy	139	2,354	2,493	32	340	372
Netherlands	466	3,466	3,932	149	151	300
Other	335	5,632	5,967	114	695	809
Oceania—						
Fiji	280	3,451	3,731	17	135	152
New Zealand	4,355	78,240	82,595	2,520	7,279	9,799
Papua and New Guinea	539	24,829	25,368	5	443	448
Other Commonwealth countries	494	1,836	2,330	23	101	124
Other	155	6,460	6,615	8	70	78
Total	17,318	343,959	361,277	5,314	21,553	26,867

^(a) Country in which the visitor was last resident for a period of one year or more.

**AUSTRALIAN RESIDENTS DEPARTING TEMPORARILY, BY COUNTRY OF
DISEMBARKATION(a) AND MODE OF TRANSPORT: AUSTRALIA, 1969**

Country of disembarkation(a)	Short-term			Long-term		
	By sea	By air	Total	By sea	By air	Total
Africa—						
Commonwealth countries	7	618	625	1	176	177
South Africa	1,008	2,497	3,505	679	330	1,009
Other	831	71	902	2,121	23	2,144
America—						
Canada	1,332	816	2,148	541	267	808
Other Commonwealth countries	47	90	137	49	21	70
United States of America (excluding Hawaii)	1,280	9,888	11,168	871	1,614	2,485
Hawaii	1,681	10,109	11,790	39	1,314	1,353
Other	276	902	1,178	369	133	502
Asia—						
Ceylon, India and Pakistan	72	3,830	3,902	60	514	574
Hong Kong	1,267	13,952	15,219	120	2,632	2,752
Malaysia and Singapore	4,938	24,203	29,141	376	5,989	6,365
Other Commonwealth countries	18	17	35	15	37	52
Japan	6,918	1,366	8,284	114	59	173
Other	1,093	24,315	25,408	24	1,423	1,447
Europe—						
United Kingdom and Ireland	12,573	8,989	21,562	9,349	1,426	10,775
Other Commonwealth countries	527	738	1,265	860	59	919
Greece	1,020	3,425	4,445	2,448	1,306	3,754
Italy	6,439	8,817	15,256	6,875	1,696	8,571
Netherlands	442	2,052	2,494	416	94	510
Other	888	3,631	4,519	1,088	446	1,534
Oceania—						
Fiji	618	18,046	18,664	35	943	978
New Zealand	4,565	66,378	70,943	1,035	2,633	3,668
Papua and New Guinea	477	21,142	21,619	63	7,563	7,626
Other Commonwealth countries	287	6,595	6,882	197	175	372
Other	650	7,064	7,714	28	381	409
Total	49,254	239,551	288,805	27,773	31,254	59,027

(a) Refers to the intended country of disembarkation from the particular ship or aircraft which takes the passenger from Australia.

The following Table shows statistics of overseas visitors to Australia and Australian residents temporarily departing overseas classified by the stated purpose of their journey.

**OVERSEAS VISITORS ARRIVING AND AUSTRALIAN RESIDENTS DEPARTING TEMPORARILY
BY STATED PURPOSE OF JOURNEY AND SEX: AUSTRALIA, 1969**

Purpose of journey	Short-term			Long-term		
	Males	Females	Persons	Males	Females	Persons
OVERSEAS VISITORS ARRIVING						
In transit	26,499	15,986	42,485	..	..	..
Business	49,525	4,201	53,726	3,524	1,159	4,683
Holiday	153,136	84,692	237,828	3,106	3,300	6,406
Education	6,844	3,180	10,024	2,573	1,515	4,088
Other and not stated	10,570	6,644	17,214	6,422	5,268	11,690
Total	246,574	114,703	361,277	15,625	11,242	26,867
AUSTRALIAN RESIDENTS DEPARTING TEMPORARILY						
Business	48,753	5,901	54,654	6,855	3,850	10,705
Holiday	86,699	109,632	196,331	14,115	15,539	29,654
Education	2,862	1,557	4,419	2,248	1,561	3,809
Other and not stated	27,178	6,223	33,401	6,519	8,340	14,859
Total	165,492	123,313	288,805	29,737	29,290	59,027

Short-term travel

Other statistics about overseas visitors to Australia and Australian residents visiting abroad on a short-term basis are shown in the following two tables.

OVERSEAS VISITORS ARRIVING BY COUNTRY OF RESIDENCE AND INTENDED LENGTH OF STAY AND AUSTRALIAN RESIDENTS DEPARTING BY COUNTRY OF DISEMBARKATION AND INTENDED LENGTH OF STAY: AUSTRALIA, 1969

Country of residence (visitors) and country of disembarkation (residents)	Overseas visitors arriving—Intended length of stay						Australian residents departing—Intended length of stay					
	Under 1 week	1 week and under 1 month	1 month and under 3 months	3 months and under 12 months	Indefinite, not stated etc.	Total	Under 1 week	1 week and under 1 month	1 month and under 3 months	3 months and under 12 months	Indefinite, not stated etc.	Total
Africa—												
Commonwealth countries	496	356	400	322	138	1,712	5	58	271	253	38	625
South Africa	971	932	626	469	162	3,160	8	414	1,465	1,334	284	3,505
Other	192	140	110	103	90	635	..	11	47	550	294	902
America—												
Canada	1,144	3,201	1,566	1,136	469	7,516	3	226	1,099	650	170	2,148
Other Commonwealth countries	50	141	110	50	18	369	1	15	46	66	9	137
United States of America—excluding Hawaii	13,428	25,067	6,660	3,505	1,422	50,082	105	2,931	4,183	3,040	909	11,168
Hawaii							215	3,248	5,209	2,408	710	11,790
Other	290	459	344	184	61	1,338	4	128	458	456	132	1,178
Asia—												
Ceylon, India, Pakistan	551	703	483	455	263	2,455	51	1,088	1,239	1,300	224	3,902
Hong Kong	1,033	1,389	1,059	581	576	4,638	550	3,101	6,256	4,284	1,028	15,219
Malaysia and Singapore	1,887	2,872	1,673	1,905	950	9,287	982	9,233	8,837	5,742	4,347	29,141
Other Commonwealth countries	62	38	36	42	20	198	..	1	1	27	6	35
Japan	2,941	3,748	1,283	460	592	9,024	41	1,695	5,837	416	295	8,284
Other	88,122	3,297	2,319	1,260	794	95,792	458	3,339	4,643	2,771	14,197	25,408
Europe—												
United Kingdom and Ireland	5,907	9,662	9,640	7,035	2,440	34,684	60	1,253	5,100	13,191	1,958	21,562
Other Commonwealth countries	37	56	227	71	26	417	..	1	312	790	162	1,265
Greece	96	130	89	286	135	736	14	126	560	2,833	912	4,445
Italy	628	615	382	563	305	2,493	39	633	2,539	9,865	2,180	15,256
Netherlands	693	498	1,141	1,016	584	3,932	7	180	1,233	911	163	2,494
Other	3,076	3,518	2,190	2,395	991	12,170	11	417	1,717	2,008	366	4,519
Oceania—												
Fiji	855	1,097	895	592	292	3,731	982	14,303	1,720	916	743	18,664
New Zealand	17,709	43,684	9,168	6,092	5,942	82,595	5,618	47,096	10,423	4,482	3,324	70,943
Papua and New Guinea	3,360	5,080	8,837	7,252	839	25,368	2,493	8,386	5,887	2,229	2,624	21,619
Other Commonwealth countries	483	613	534	555	145	2,330	492	5,423	449	186	332	6,882
Other	1,247	1,671	2,414	631	652	6,615	491	4,867	1,280	751	325	7,714
Total	145,258	108,967	52,186	36,960	17,906	361,277	12,630	108,173	70,811	61,459	35,732	288,805

The seasonal pattern of overseas short-term travel to and from Australia is shown in the next table which provides monthly figures of arrivals and departures during 1969.

OVERSEAS VISITORS AND AUSTRALIAN RESIDENTS: ARRIVALS AND DEPARTURES BY MONTH OF ARRIVAL OR DEPARTURE AND MODE OF TRANSPORT AUSTRALIA, 1969

Month	Overseas visitors						Australian residents					
	Arriving			Departing			Departing			Returning		
	By sea	By air	Total	By sea	By air	Total	By sea	By air	Total	By sea	By air	Total
January	1,212	27,271	28,483	1,795	35,827	37,622	3,557	16,284	19,841	3,090	32,647	35,737
February	1,454	27,128	28,582	2,105	28,559	30,664	5,029	13,337	18,366	2,614	18,094	20,708
March	2,733	29,360	32,093	2,613	30,583	33,196	6,891	18,520	25,411	4,107	17,440	21,547
April	1,046	25,836	26,882	1,857	27,784	29,641	4,356	20,547	24,903	2,202	16,163	18,365
May	1,234	26,357	27,591	2,446	29,352	31,798	6,031	23,104	29,135	3,200	18,359	21,559
June	847	23,043	23,890	1,146	24,000	25,146	3,583	20,794	24,377	2,841	16,916	19,757
July	1,045	24,609	25,654	1,402	23,880	25,282	2,981	19,289	22,270	3,310	18,981	22,291
August	738	29,607	30,345	1,695	29,326	31,021	3,555	22,480	26,035	1,848	23,840	25,688
September	1,468	26,593	28,061	1,349	28,656	30,005	1,998	15,074	17,072	4,001	27,341	31,342
October	1,705	30,313	32,018	1,843	28,948	30,791	4,534	16,282	20,816	4,949	22,439	27,388
November	1,407	33,307	34,714	1,608	33,413	35,021	2,500	16,525	19,025	3,935	19,620	23,555
December	2,429	40,535	42,964	1,537	31,023	32,560	4,239	37,315	41,554	4,401	16,652	21,053
Total	17,318	343,959	361,277	21,396	351,351	372,747	49,254	239,551	288,805	40,498	248,492	288,990

Long-term travel

Many long-term visitors travel for business and education purposes and intend to follow an occupation in the country visited during their stay in Australia or overseas. This is evident from the statistics shown in the table on page 394 which classify visitors according to the purpose of their journey. Statistics of the occupations of long-term visitors arriving in Australia and Australian residents departing overseas (long-term) are therefore of some general interest and are shown in the following table.

OVERSEAS VISITORS ARRIVING AND AUSTRALIAN RESIDENTS DEPARTING, BY OCCUPATION AND SEX: AUSTRALIA, 1969

Occupation group	Overseas visitors arriving			Australian residents departing		
	Males	Females	Persons	Males	Females	Persons
Professional, technical, and related workers	2,149	1,566	3,715	4,544	4,439	8,983
Administrative, executive, and managerial workers	1,021	78	1,099	1,412	171	1,583
Clerical workers	606	1,906	2,512	1,906	5,049	6,955
Sales workers	620	223	843	861	492	1,353
Farmers, fishermen, hunters, timber getters, and related workers	721	18	739	576	29	605
Miners, quarrymen, and related workers	95	..	95	190	..	190
Workers in transport and communication	626	84	710	855	196	1,051
Craftsmen and production-process workers	3,287	260	3,547	5,587	956	6,543
Labourers	598	..	598	3,763	..	3,763
Service (protective and other), sport, and recreation workers	782	442	1,224	857	918	1,775
Occupation inadequately described or not stated	701	141	842	801	150	951
Persons not in the work force—						
Children and students	4,161	3,198	7,359	7,834	7,125	14,959
Other	258	3,326	3,584	551	9,765	10,316
Total	15,625	11,242	26,867	29,737	29,290	59,027

Direct transit travellers

As indicated on page 391, all the preceding figures in this section exclude persons who arrive in and depart from Australia on the same ship's journey or on the same flight. Persons thus excluded are not normally considered visitors to Australia. For instance, settlers or other persons going to New Zealand, Papua and New Guinea, or other neighbouring countries, or leaving such countries may travel through Australia on their way. On the other hand, all persons visiting Australia on cruise vessels, which may remain in Australian waters for a considerable time, are also treated as direct transit travellers and are thus excluded from the figures shown on previous pages. Information about direct transit passengers on ships calling at Australian ports is given in the next table.

OVERSEAS SHIPPING PASSENGERS IN DIRECT TRANSIT^(a)
AUSTRALIA, 1968 AND 1969

Approximate period from first to last Australian port (days)	1968		1969	
	Passengers	Passenger days	Passengers	Passenger days
Less than 3	2,503	3,538	3,989	6,601
3 and less than 5	6,376	20,377	4,237	12,990
5 and less than 7	3,914	23,300	5,960	34,001
7 and less than 9	7,179	54,128	5,735	43,840
9 and less than 11	5,850	54,463	4,549	41,376
11 and less than 22	381	6,398	1,341	15,958
22 and over	212	6,408	109	3,395
Total	26,415	168,612	25,920	158,161

(a) Persons who arrived in and departed from Australia on the same ship's voyage.

Sea cruises from Australia

Excluded from the foregoing statistics are passengers on short pleasure cruises in the south-west Pacific, commencing and finishing in Australia on ships not then engaged in regular voyages. During 1969 forty-one such cruises, carrying 38,803 passengers, were completed.

Tourist organisation

The Australian Tourist Commission was established by the Commonwealth Government under the *Australian Tourist Commission Act 1967*. Its objectives are the encouragement of visits to Australia, and travel in Australia by people from other countries. The seven man Commission comprises a chairman appointed by the Commonwealth Government; two appointees to represent private industry, selected by the Commonwealth Government from a panel of names put forward by the Australian National Travel Association; two other voting members, at least one of whom is an officer of the Public Service of the Commonwealth; and two non-voting representatives nominated by the State Governments.

For 1969-70 the Commonwealth Government provided \$2,100,000 to the Commission, to be spent, mainly in overseas countries, on advertising campaigns and in associated promotional activities. The Commission brings to Australia travel agents, writers, photographers and other publicists to see at first hand what the country has to offer visitors. It takes no part in the detailed organisation of tourist activities in Australia but is a member of the Tourist Directors' Council and the Minister in Charge of Tourist Activities is a member of the Tourist Ministers' Council, together with the six States, the Northern Territory and the Territory of Papua and New Guinea. It has its Head Office in Melbourne and branch offices in London, Frankfurt, New York, San Francisco, Los Angeles, Auckland, Tokyo and Sydney.

The Australian National Travel Association, which is described on pages 1161-2 of the special article Travel and Tourism in Year Book No. 52, was formerly responsible, *inter alia*, for the promotion overseas of Australia as a tourist destination. Since the creation of the Australian Tourist Commission, the Association concentrates on the encouragement of the growth and development of travel and tourism within Australia, and the improvement of the standard and variety of facilities and services provided by private enterprise for the use of both domestic and overseas visitors. It acts as a co-ordinating body for its members, provides a clearing house for information, and conducts surveys into aspects of local tourist activity. The Association is governed by a Board representative of travel and tourist interests. The Commonwealth Government is no longer represented on the Board. The Association's office is located in Sydney.

